GRAND PRIX INTERNATIONAL

FRENCH GRAND PRIX

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U.S.A.

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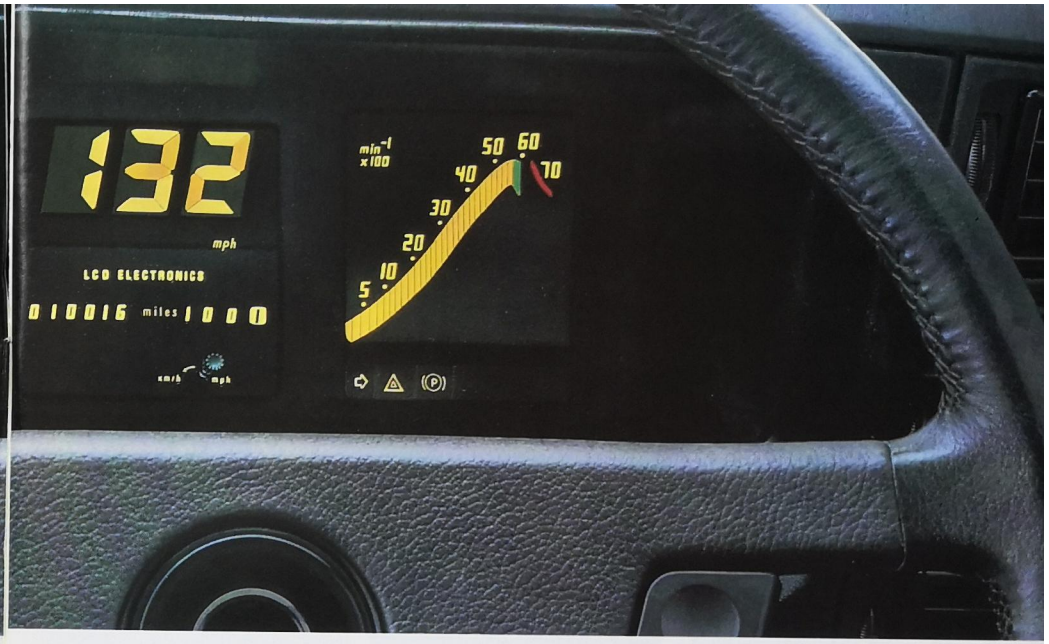

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The last fortnight's news and some more information concerning the list of entrants for the Le Mans 24 Hours.

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Pierre Dupasquier under cross-examination. We wanted to find out what Michelin's No. 1 man in the competitions department thinks about the possibility of another tyre war breaking out in the F1 paddocks. Michelin opened fire by handing Toleman over to Pirelli. The Italians wont be twiddling their thumbs much longer.

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Victory for the Rothmans-Porsche 956, driven by Ickx and Mass. Just for a change. But don't think that Group C races are all alike. Some, such as Silverstone, are less boring than others...

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Jan Lammers is positive that one day soon he will be back in F1. He doesn't have any other alternative. Endurance, even in a first class team is not enough to fulfil his ambitions as a driver. F1 fever, an incurable disease, has got to him.

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A fast track over hills and dales, a region well known for its hospitality. The French Grand Prix was to be a test: is it possible to stop the McLarens? The interest of the 1984 championship lies in the answer to this question.

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PRESS BOOK

After a difficult start and crushed hopes, the future is beginning to look brighter for Team Arrows. And, a few surprises in store for those who think they've got good memories. Be honest, does Thackwell or even Winkelhock at Arrows mean anything to you?

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Final contribution to the Arrows Press book by Giorgio Piola. Could the A7-BMW be the long awaited bomb that Jackie Oliver needs to win?

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Blue Thunder Racing's March keeps winning those titles: victory for Randy Lanier at Laguna Seca and for Lanier-Bill Whittington at Riverside. In spite of the presence of Wollek in an official Ford and Holbert-Bell in a Porsche 962.

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ATTILIO BETTEGA

The fastest of the Italian drivers calmly awaits his moment in a small village in southern Tyrol. Luck has not always been with this pleasant natured rallyman. But the demonstration he gave us at the beginning of the Corsican rally proves that few can beat Attilio on tarmac.

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POST SCRIPTUM

Our latest book reviews, plus a selection of your letters and our replies.

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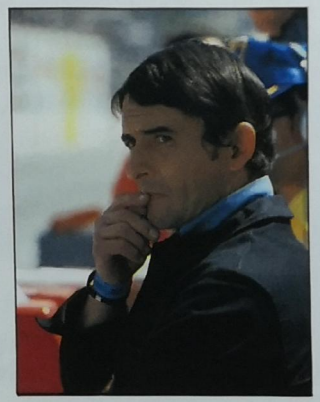
COMING UP IN GPI...



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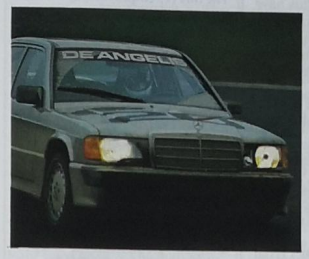


Keith Botsford

After the last, rather dyspeptic column on Belgium, I truly expected a large mail-bag, all vituperation and anguish. It hasn't happened. But as we do circulate in Belgium, I want to admit now something I almost never admit in public: that I am Brussels-born. Why do I not admit this in public? For the very reasons for which the French tell malicious Belgian jokes, Americans tell Polish jokes and the British mock the Irish. There are such countries, destined to be the butts. Was it not in Belgium that a number of F1 people were sitting about, freezing, telling sick jokes? You know, what do you say to the one-legged hitch-hiker? Hop in. That sort of thing. It makes the teller feel better. The question is, why do the Belgians not tell French jokes?

Imola was something very different. Italy is very different. It has its own delights, even though the weather was on occasion profoundly Belgian. For instance, one is often introduced to the country by a curious airline called Alitalia, about which not a few jokes are told, like always late in taking-off, always late in arriving. My best memories of the state airline are always of its losing my baggage, particularly when that baggage, in any visible way, was connected to autosport. It is clear, for instance, that at Milan Airport, they have a thing about F1 gear. Twice in two years they have robbed me of bags which contained any soupcon of a connexion with F1. When I complained to the local airline office, I was told that indeed Milan was a den of vice and pilfering. They would do their best to trace the missing piece. It could have gone to Sicily with the next plane. Nay, it could be in Bombay. When I said it contained my all, the gentleman smiled wistfully and understandingly. *"You should always make precauzioni signore,"* he said. *"Why should I take precautions about my baggage?"* I asked. *"No, about your packing,"* he said. *"I put what I need in my pockets."* I thought his pockets must be admirable, but then perhaps all he needed was his address book, a bottle of Cologne and a hasty retreat (that's an Italian joke, which is told by all other nations). *"But your bag, signore, what did it look like?"* I told him it was a precious memento, never used, from

AN ATTEMPT TO STEAL IN WAS A REASONABLE EXERCISE OF MOTOR RACING PASSION

a famous evening in the Albert Hall when the much-missed David Thieme, who then sponsored Lotus and did his world up in violet, had given all his guests one of those cuisine minceur meals from Roger Verge and a splendid silver-and-violet canvas bag, curiously shaped in such a manner that it fitted no overhead rack in a plane, under no known bed and was generally of a greatly awkward size *('beware of Greeks bearing gifts'* is the original (non sexual) Greek joke, and *'never look a gift bag in the zipper'* is an adage every journalist despises).

The evening was also memorable for a tombola, the prize from which was to be a brand-new Lotus car, which may account for the heavy turnout of free-loaders (myself included). I shall not soon forget Stirling Moss digging down into the bin and one of the Thieme men coming up with a slip (was it the one Moss fished out?) announcing the lucky winner. Yes, you've guessed it. Not me. Some bloke from Lotus, who said, *"beware of Greeks and gift horses."* Appearances speak louder than actions; and it looked exactly, like a company car.

Anyway, I answered the man in Milan. *"The bag,"* I said, *"was not just precious to me, it was practically unique."* *"Ah, signore,"* he said, *"no wonder it got lost. It was a Formula One bag, now you know all."*

If Italian conversations are curious, even more curious is Italian ingenuity. As we all know, necessity is the mother of invention, in Italy, desire is the mother and father of ingenuity. Thus, I watched spellbound in the Ferrari garage at Imola while an endless series of Italian Ferrari freaks sought to make their way, during the race, into the inner sanctum.

Inside, watching the race on the box, which is now the only way to watch it properly, was Michele Alboreto, who had been forced to retire and was taking it all with considerable philosophical calm. His overalled leg was up over his lady's thigh and he seemed absorbed. The absorption of all in the box was one of the keys to getting into the garage, which was protected by two young, able and courteous security men. Routinely, they would usher people out with that Italian affability which says that although the interlopers had no business in there, the security men shared their feeling that an attempt to steal in was a reasonable exercise of motor racing passion. Nonetheless, many got by them. The technique was itself interesting. Usually, it would be a group of four to six who would steal in, with cameras, with clip-boards, with phoney badges, with last year's passes – in short, with anything they could lay their hands on. They would wait until the security men were clearing another area of the garage and then make their own incursion. One young man photographed every detail of Alboreto's offending car (it had ruptured a solder leading to the exhaust system) and continued to do so even after no fewer than three ejections. A young lady, pink-faced and excited, came in and stood patiently against a discreet wall. When the security man came up to her, she pleaded that she felt faint, when he remained firm, she said she felt poorly in the stomach and made gestures to indicate what could happen if she were forced to leave, and when the young man started pushing her towards the door, she sat down on a wheel rim and began to cry. I am happy to report that the young man left her there, that she laughed proudly and that five minutes later, she went without demur. Zolder, Hockenheim, Dijon, take note, police humanity is on the rise.

IN ITALY, DESIRE IS THE MOTHER AND FATHER OF INGENUITY

Lunching chez Lotus, I met three friends of Nigel Mansell's. Nigel, it should be known, met the brother of one of them in a Birmingham restaurant, struck up a friendship and has, since, stayed with the family near Imola. In their village, Nigel is something of a hero. When he goes into the post office, the locals murmur imprecations against his Italian team-mate, Elio de Angelis, they say *"che mala fortuna"* it is that Nigel is not the number one driver, and so on. In short, they take a firm proletarian view of driving life. Imola is part of 'red' Emilia – which means that communists have all the best jobs – and local ideology is that the sons of the rich should not have all the opportunities. Nigel is clearly one of their own. They were a cheerful crew in the tiny space by the Lotus motor-home. And know-

AT MILAN AIRPORT, THEY HAVE A THING ABOUT F1 GEAR

ledgeable. Elio, they said, was getting all the privileges. That Renault. Was it just they should give the good turbo to Elio and the bad to Nigel? Is small wonder, they thought, that things were not so good in the team, but Nigel was *'molto bravo,'* he just did his job, *"because the English, they have such phlegm, no?"* Some people say (they said darkly) that Elio's papa, *"he is very rich, maybe he influence Renault or Lotus, no? Ma, è logico."* To Italians, when there is no rational explanation, there is always conspiracy.

Another feature of Italy which I cannot forebear to admire, is the number of sensational-looking ladies they can get to parade in the paddock, dressed in picturesque and scanty costumes. Stefan Johanssen, who drove a Spirit last year and still turns up at circuits with a hopeful and determined air, was chatting up one such Giacobazzi lady. One who had, what Peter Cook and Dudley Moore used to term, remarkable *'busty substances.'* Stefan had his arms around her (no mean feat) and was asked how it felt. *"I am waiting,"* said Stefan, *"for the day of the four-armed driver."* Muttered a nearby wag: *"If she turns around, she'll run you over."* It is all part of Italian patter, and when you next make Italian jokes, about their guns being turned the wrong way round or something of the sort, remember that the capacity to absorb jokes, and the rudeness of foreigners, is part of the capacity for survival. Italians always fight for themselves. It takes that to be a sign of intelligence. But then, having admitted to being born in Brussels, I now also claim, proudly, to be half-Italian. The better half, I'm sure.

The Nürburgring, in inauguration, was nowhere near half so nice. The circuit is splendid, its access still horrifying. After taking three hours for the 15k's from Adenau, I resolved that to the Ring you could only drop in: literally, from the air. I asked Wattie what he thought was funny, that week, for him, and he answered, *"this."* He would not be more specific. Perhaps he meant the safety harness in his Mercedes, which had four attachment points and was baffling him, as it was Prost and several others.

Alain looked very confident: *"A little reconnaissance,"* he said, *"does no 'arm."* Stirling Moss was deep in conversation with Alan Jones, the talk sounded acquisitive. Alan wasn't talking to me because we printed something about him last year (what?) which he found offensive. Carlos Reutemann looked doubtful about an Argentine Grand Prix, Carlos Reutemann looks doubtful about tying his own shoes. It poured on us all equally, I didn't see the advertised James Hunt (did anyone?), but I did see nearly a hundred thousand of the Teuton hordes, they packed the place. Not an ecologist among them.

Mike Chandler: out of coma

ESCAPES

At first we feared the worst. The agencies had it that Mike Chandler had been killed at Indianapolis. The same reports had it that Jacques Villeneuve was in a deep coma; and then, that he had died. Fortunately, both reports were untrue. Chandler survived his shunt and Jacques, when we reached him, was only annoyed that they were keeping him in the hospital for further check-ups. He had gone into the wall at Turn 3 at 320kph during a test session in his second car, but luckily, had struck the wall sideways. His sufferings were limited to harness burn and bruising. Chandler had severe brain contusions, was in a coma for two days, but will apparently be alright, though at the time of writing he was undergoing plastic surgery in Indianapolis on a badly-damaged face.

ENGINEERS AND CONSTRUCTORS

Frank Williams was asked at Dijon about one of the major differences between his cars and those of other teams, that Frank's are not yet equipped with carbon fibre chassis. Frank was categorical in his answer: "We feel asleep over the winter. We are now building a new chassis in carbon fibre; it may just be ready for the last race of the season."
Frank's statement highlights certain deductions informed observers have been making about Williams' relative lack of performance this season. Such matters are, after all, the province of the ebullient and sometimes temperamental Patrick Head. Head is the junior partner in Williams Engineering and the two men are basically equal in decision-making power. It would seem, however, that all has not been working in Didcot with its accustomed smoothness.
The decision not to go with a carbon fibre chassis was Head's. He said it offered no advantage against the more classic materials. It is Head, likewise, who is believed to have said that the TAG/Porsche engine wouldn't work, to have rejected another alternative engine and plumped for Honda. It is to say nothing against Honda's great efforts that the engine is still having teething problems with the new fuel limitations. Clearly, a number of such decisions have left Williams with a lot of ground to make up. Equally clearly, they have led to a certain lessened confidence in the omnipotence of Head. In a small, compact team like Williams, this is more serious than in a larger and more diffused team. There have been acrimonious words between the two men and even in more peripheral members of Williams Engineering. Matters are not helped by the fact that Head is an arrogant man with solid success behind him, and Williams himself is equally intransigent, but less inclined to take bulls by their horns.

220 LITRES?

Frank Williams lifted the veil on the constructors' meeting that had taken place on the Thursday at Dijon. "Renault and Alfa are the only teams who sought to have the limit raised to 250 litres," said Frank. "My belief is, raising the limit wouldn't help them much. The teams who have no such problems would simply turn up their boosts and would thus have more available power than Alfa and Renault. The pecking order would be the same, but the risks would be greater. So where's the advantage? Even Ken Tyrrell agreed with us. He advised Renault to lower their boost to solve their fuel problems..."
The constructors actually met for two hours and the fears of some (notably Renault - see Editorial) were that FISA's announced limit of only 195 litres would go through for 1985.
It had seemed unlikely that Tyrrell - who seriously expected his 3-litre Cosworth-engined cars to be competitive with the turbos under the 1985 fuel rule - would agree. But we understand that Tyrrell has now taken a softer line.
"I am a flexible man, and I am always ready to listen to other people, especially when they are prepared to make concessions," Ken told us. It seems that he was anxious to be reassured that his 3-litre cars could continue to race, and it is also likely that such cars will be given some dispensation from the minimum 540 kilo weight rule currently in force.
"But you can't assume," said Ken, mysteriously, "that I don't have a turbo engine of my own in prospect..."

AUSTRALIA

Adelaide, capitol city of South Australia, sent a delegation to Dijon as part of its effort to promote a world championship GP through the streets in 1986, its 150th anniversary. A 4.54 km track has already been selected, but opposition will come from Melbourne's Sandown Park, currently being rebuilt with more than three million dollars of Federal cash.

Williams FW09

SPIRIT WILL CONTINUE

The tiny (15 employees) Spirit team is determined to stay in Grand Prix, regardless of a current shortage of sponsorship. "We know that if we have to get out of F1 there is no way that we will be able to get back in," said team chief John Wickham at Dijon.
It has been known for several weeks that the sponsorship which has been brought to the team by its driver, Italy's Mauro Baldi, was not enough to complete the season. Indeed, before the Belgian GP it was decided to nominate Frenchman Jean-Louis Schlesser as a possible replacement for Baldi.
What are the chances of Baldi staying with the team? "We will know this week," said Wickham on Sunday, "because Mauro is hoping to raise some more money in Italy."
In the event of Baldi failing to raise the cash, however, it is unlikely that Schlesser will now get his place. "We are talking to an experienced F2 and F3 driver," says Wickham: "I can't tell you who he is at present, but he comes from a country in northern Europe."
The anonymous driver is not believed to be Stefan Johansson, who drove the Spirit last year, before the team was obliged to switch from Honda to Hart turbo engines. Johansson has already told GPI that it is almost impossible for a racing driver to find sufficiently large sums of sponsorship for F1 in Sweden.

A new driver for Spirit?

THACKWELL FOR RAM

Philippe Streiff having opted to race at Le Mans, it is now definite that New Zealander Mike Thackwell will drive the RAM left vacant by Johnathan Palmer in Montreal.
The English driver's contract stipulates he must give priority to his obligations in Endurance. "I hesitated between Thackwell and Alain Ferté, who was recommended to me by Alliot" said John MacDonald, head of the RAM team. "I finally chose Thackwell because he's more experienced, and is at the peak of his form. What's more, he lives in England and speaks English

which is a detail, but a significant one."
Mike Thackwell, leader of the European F2 championship, will be back in a formula which has never been very good to him. In 1980, when he was all of 19, Thackwell didn't succeeded in qualifying the Arrows at Zandvoort; he then found a drive for Montreal with Tyrrell. He thus joined the likes of Chris Amon and Ricardo Rodriguez in being the only drivers to start in F1 before they were twenty. Unfortunately, he was the victim of a chain-reaction collision just after the start: his first Grand Prix had lasted all of 500 metres.
Four years later, it's back to Montreal for Thackwell who returns to the world of Grand Prix racing. "I know that I'm not offering him a Williams or a McLaren," said MacDonald "but if he doesn't qualify, he can always blame it on the car."

TOLEMAN v PIRELLI (CONT)

With both Toleman-Hart entries running well at Dijon on their new Michelin rubber, one would have thought that the unfortunate "divorce" from Pirelli - amply reported in the last edition of GPI - would have been forgiven and forgotten. Not so. At Dijon the British team issued an unprecedented 8-page "Statement of Facts" *vis à vis* certain statements alleged to have been made by Pirelli spokesmen in Italy.
Citing the "malicious and contemptible fiction directed without cause against the Toleman Group," the statement asks GPI to give equal prominence to the facts as seen from Toleman HQ in London. This we are happy to do. Similar missives were sent to two Italian magazines; but where we think they may have offended, we are quite easy in our consciences. We neither added to nor embroidered upon the statements made by the two parties.
1. Toleman have no contract with Pirelli and never have had for 1984.
2. During 1983 the average period of credit taken [by Pirelli] was 92 days, the last invoice for 1983 took 106 days and it was because of this that Toleman insisted and Pirelli agreed to immediate payment on receipt of invoice.
3. The quote [from Pirelli cited in GPI] suggested Toleman were making unreasonable demands and contained malicious innuendos. We reply that Toleman are not in trouble financially and further state that we have been profitable since 1926 when the Company was formed.
4. The decision not to run on the first day at San Marino was totally unconnected with any relationship we had or sought to have with other tyre manufacturers either in racing or commercially.

TEDDY YIP WINDS UP

After a long association with motor sport, including nearly ten years in F1, it looks as though Teddy Yip's days as a racing team owner are finished. The Hong Kong millionaire abruptly dissolved his Theodore Racing Indy car team shortly before the first weekend of qualifying for the '500', a decision which left F1 *emigré* Bruno Giacomelli without a drive for the foreseeable future.
The decision follows several disruptions within the team sparked off by Yip's appointment as "supervisor" of his longtime associate Bobby Unser, twice an Indy winner. It seems that the abrasive Unser called a meeting of the predominantly British mechanics and dismissed team manager Jeff Hazell (ex-Ensign, ex-Williams) on the spot.
The mechanics' response to this move was to resign en masse (they all immediately found jobs elsewhere), whereupon Unser appointed an all-American crew. It was after Giacomelli declined to drive the team's newest car - built in England but race-prepared at Indy by the Americans - that Unser decided to close the team.
Teddy Yip, ageless and always full of fun, has been a friend of GPI's since our very early days. He announced last November that he intends to be the entrant of a team of cars in the annual F3 race at Macau.

Michelins for Toleman

A COUNSEL OF DESPAIR?

Renault, through its Sporting Director, Gérard Larrousse, seems to have had a rare attack of foot-in-the-mouth disease this past week. The headlines were certainly startling: Renault to quit F.1 and the like.
Let us first see what Larrousse actually said.
He said, and still stands by what he said, that as things stand now, Renault has "fairly serious problems during the race" and that as a consequence, because of their engine's relatively high fuel consumption, their "drivers are ordered to slow down." He added that "changing the characteristics of an engine is neither easy nor quick."
As a result, he asks himself "should we continue to race in these conditions?" and answers, no, adding that it would be "better to concentrate on technical research. It (Renault's temporary withdrawal) is only a matter of "an eventuality in case we do not redress the balance between now and then."
'Then' being the end of the three American races and the beginning of the European races on long, fast circuits.
From Larrousse's point of view, what he says is perfectly reasonable. He spoke as the man in charge, the man whose decision it is. He spoke in full knowledge of the effect his words would have: on the sport, on Renault's marketing, on the image of Renault. He spoke trusting that, within Renault, certain parties would take his words to heart: particularly the large and cumbersome decision-making apparatus of the Régie, which has the financial and technical power to solve the fuel problem, and his own engineers, who might therefore make a greater effort. He also spoke in full knowledge that he was applying pressure on FISA to alter the regulations and allow more fuel. Renault, after all, is not alone in suffering from this problem.
So much for our sympathy.
First, Renault pioneered the turbo in F1; "legalists", they agreed to the 220-litre limitation (Larrousse claims they were "forced to accept"); like the rest of the teams, they knew the limitation was coming; they have the means to solve it; others have solved it and they haven't.
Second, as Jackie Stewart said in Montreal: "teams that whine, don't deserve to win the championship. If their cars don't make it to the end of the race, that is due to faulty preparation." After all, all innovation is equal. What TAG and Porsche have done for McLaren, for Lauda and Prost, Larrousse should be able to do for Renault, for Warwick and Tambay.
Third, internal debates are better worked out on the shop-floor or in the board-room than in the public press.
Fourth, a counsel of despair is enough to make Renault marketing men around the world tear their hair out.
Finally, Renault can do it. Ideas are to be tested on the track, not in monasteries. We say, Courage, M. Larrousse!

TOPS

From Indianapolis we hear that Ulsterman Kenny Acheson, who had been promised the earth (and a brand new Lola T800) for the famous '500' by a Chicago team, has discovered that all the promises were false. Acheson has lost any chance of qualifying for the race, but still hopes to find an alternative team for later events on the CART calendar.

A visitor spotted at Indianapolis qualifying was former F1 Shadow entrant Don Nichols, who said that he was considering a return to racing with a new CART team. Nichols, whose most important Grand Prix successes took place in the law courts, withdrew from F1 after selling his team to Teddy Yip in 1980.

We hasten to correct an unfortunate error which managed to creep into GPI's coverage of the Monza 1,000 kms. The Gebhardt car which qualified 11th and went on to finish 10th overall was co-driven by the American Cliff Hansen, who is well known for his European activities in F3 and F2 in recent years.

The death has been announced from California of former Indy-car entrant J C Agajanian, owner of the world famous quarter-mile Ascot dirt track in Los Angeles. The first of the many Indy-Car "greats" to win the classic '500' for "Aggie" was Troy Ruttman in 1952, when Indianapolis still qualified as a round of the F1 world championship.

Want a Porsche 956 for £12,000? If so, go and ask Richard Lloyd of GTI Engineering at Silverstone, who will build you a very convincing non-running replica for that exact sum. The idea will appeal to sponsors who want to do supermarket promotions, but some *poseurs* might wish to park one in the driveway to impress the neighbours...

Reports that Colin Chapman is alive and well and living in South America (first hinted at darkly in a recent issue of GPI) have now surfaced in Die Welt, *the sober German daily. This magazine is prepared to offer a reward of at least a million Brazilian cruzeiros to the first reader to provide us with an authentic photograph of the late Lotus chief taken subsequent to his reported death in December 1982...*

S.B.M.

Société de Bains de Mer is a well established company installed in Monaco. They were extremely surprised to find out that they had been linked with Henri Julien's AGS F1 construction project. A true scale model of the car was to be presented at the Monaco Grand Prix. Our information was obtained from a 'reliable source' and printed in our Paddocks column. We stated that the Société des Bains de Mer people would be amongst the sponsors backing the AGS F1. However, all that seems to be pure invention because the Société des Bains de Mer have never heard of Henri Julien or your uncle for that matter. We'll let you know more after the official presentation of the 'master' AGS.

WATTIE FOR LE MANS

Eleven years after his first (and last) appearance at Le Mans, John Watson is to return. The unemployed F1 driver has agreed to share one of the American Group 44 team's rear-engined Jaguar IMSA coupés, and it is hoped that his co-driver will be fellow-Briton Brian Redman. It will

be Wattie's first race of the 1984 season.

The popular 38 year old Belfast man revealed the news of his decision at Imola, after watching the scintillating victory of Alain Prost, who took his McLaren place after five years with the team.

Only last month it was revealed that Watson had rejected an offer from Ford to race a Mustang GTP car in selected IMSA championship races. He then accepted an invitation to join Porsche at Le Mans, but less than a week after he had tested one of the Rothmans 956s at Ricard, the team was withdrawn in protest against FISA's last-minute decision to change the agreed fuel limit in Group C.

Group 44 announced its hopes of coming to Le Mans long before the fuel rule was changed. As this issue of GPI went to press the American team was due to complete a long distance test at the Pocono circuit in Pennsylvania, and a final decision about next month's Le Mans participation had not yet been made.

If the V12-engined Jaguars compete in the Sarthe it will be exactly 20 years since the British *marque* - a five time winner of the 24 Hours - last raced at Le Mans. "It will be a pretty historic moment," says Wattie, "and I am happy to be part of it."

LE MANS

The A.C.O. has given us some more information concerning the teams entered for the Le Mans 24 hours. New Man Joest's Porsche 956 will be driven by Klaus Ludwig, Stefan Johnson and Paul Belmondo, whereas Henri Pescarlo will be seconded by Jean-Louis Schlesser at the wheel of the other Joest. Driving Richard Lloyd's Canon 956 will be none other than Jan Lammers and Johnathan Palmer. Hurley Haywood and Preston Henn will be teaming up with A.J. Foyt to drive Swap Shop's 956. The Fitzpatrick Skoal Bandits will find themselves raced by Edwards-Keegan-Moreno for one team and Hobbs-Streiff-Van der Merwe for the other. Preston Henn's 962 Porsche has Rondeau-Jean Paul Jr replacing Foyt-Henn-Haywood. Jellinek will be lending a strong helping hand, as he did at Silverstone, to Arundel-Weaver in the pretty Arundel. As for the Stehmo, it will be powered by a BMW engine, not a Mazda. Finally, the A.C.O. still hasn't received an entry form for Jaguar's John Watson.

G.P.I. SURVEY

We recently published a questionnaire in the French edition of Grand Prix International in order to find out how satisfied readers were since we changed format. The results have started coming through at IPSOS in Paris who are analysing the replies. So far 1,015 replies have been fed into the computer out of 5,500. 96 % of French readers are "very interested" in F1 as opposed to 27 % for rallying; 42 % are "fairly interested". As for Endurance races, the figures show that 24 % are "very interested" in the sport and 34 % less so. Concerning articles, 53 % would like to see longer "case histories" and 43 % would appreciate longer interviews with drivers. 46 % are quite happy with things as they are. However, 47 % would be pleased to find more double page spreads. 45 % replied that there were enough photos.

75 % of our French readers own a car and 19 % ride motor bikes. 13 % are involved in some form of motor racing. Here at GPI we would appreciate any suggestions, views,opinions you have to make- be they good or bad.

So do please keep writing in!

Ayrton Senna won the celebrity race which capped the opening of the new Nürburgring circuit. All the drivers were in the sports version of the Mercedes 190, and the young Brazilian took it in the front of Lauda, Reutemann and Rosberg.

PISTON BROKE?

The steelworker's strike in West Germany has not yet affected the supply of parts to F1 BMW or Porsche engine builders, but unless the dispute is settled very soon it could have serious repercussions both for F1 and endurance racing.

Although in theory only two north German states were strike-bound last week, BMW (for example) has already lost production of 2,000 passenger cars per day due to shortage of parts made outside Munich.

In racing terms, the companies most affected by the dispute are Mahle (pistons), Bosch (electronic components) and Behr (radiators).

"Probably the most serious of these is Mahle," said a BMW press spokesman. "We keep a comparatively small stock of pistons because the design of the parts is under constant revision, and changes are made fairly frequently." Mahle pistons are used by at least half of the competitors in F1, regardless of whether they are German-made engines.

A stoppage at Mahle would obviously hamper the operations of engine rebuilders, who normally replace a complete set of pistons every time a racing engine is stripped. Porsche at Weissach, for example, responded to a spate of recent TAG engine problems by rebuilding two of the V6 units on the Friday/Saturday night before Dijon, then flying them by private plane into France for installation on Saturday evening by the McLaren mechanics.

NEWS FROM GERMANY

When will we see official Porsches in the world rally championship? The "Gruppe B" presented last autumn, with its four wheel drive, would certainly strike fear into competitors' hearts were it to appear on the starting grid. For that to happen, Audi-Sport would have to give up competition. One must not forget that the two companies are related, and that they have a gentleman's agreement between them which controls their participation in sporting events. In fact another relation, Volkswagen, had not been pleased by the entry at the last Monte Carlo rally of a Group A Audi Quattro for Darniche, which in its category had beaten the Golf GTI of Grundel.

Still in Germany, there is talk of a return to rallying by Mercedes, with the recent 190 which could be prepared by AMG. The last time

Mercedes 450 SLC

cars from the Stuttgart firm appeared in a world championship event was in 1980, when they were victorious in an Ivory Coast rally which proved to be a race fraught with scandal: the Mercedes drivers, it seems, had taken shortcuts... The men at the top, above team-manager Erich Waxenberger, were embarassed by the critiscism and cancelled their plans for 1981 (in spite of having just signed Walter Röhrl!); rumours also had it that they had not appreciated certain historical references in the sporting press, of the sort "The return of the Panzer Division" or "The Afrika-Korps", again. Beyond the Rhine, the "complex of the past" is a national obsession.

RUMOURS

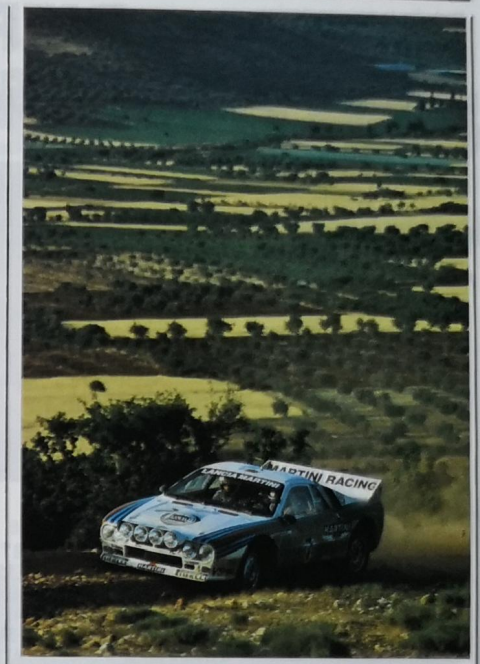
Rumours of F1 (with RAM) and Group C (with Walter Brun's Swiss Porsche 956) have followed the appearance in Europe of retired F1 driver Carlos Reutemann. When we spoke to Carlos at Dijon he assured us that his only racing activity this year was the Mercedes "fun" race which took place at Nürburgring on May 12... "and why has my subscription to GPI stopped coming to Argentina?"

AUDI AT THE ACROPOLIS

The HB Audi Team will be entering four cars in the upcoming Acropolis Rally, for Blomqvist, Mikkola, Röhrl and Mouton. The latter two will be driving the new Sport-Quattros first seen in Corsica, a debut which may have been a bit premature if one listens to what drivers and motor specialists have to say about it. Röhrl's car was far from being ready for the test it was submitted to, and one wonders if Roland Gumpert's team is not deliberately making life difficult for itself by running two different models in Greece. What's more, the arrival of Peugeot on the scene has meant that Audi is no longer the favourite to win on gravel. The internal restructuring of the Ingolstadt company's competition department has apparently not been to the satisfaction of all. The engineer Bertl, a key man in the German company, wishes to cease his association with them. After the Acropolis?

Skate boards

There's not much point in trying to drive a four-wheeled drive car in the sea; but have you tried on sand?... So what was the motive behind "Hi-FLY" entrusting their surfers with gleaming Audi Quattros? Perhaps they too are ardent rally fans. Anyway, World Sun Cup spectators were then absorbed in watching these rather odd looking skate boards...



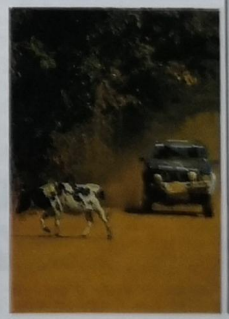
Lancia 037 Rally

LANCIA WANTS THE TITLE

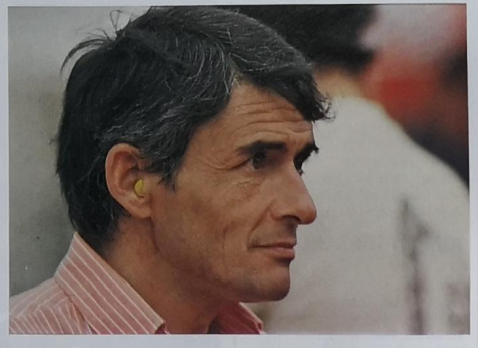
Five Lancia Rally 037s will be looking to stop the Peugeots and Audis in Greece. They will be in the hands of Toivonen (first world championship race since Portugal), Alen and Bettega for the Martini team, Vudafieri and Biasion for the Jolly Club and Tre Gazelle teams, together for this event. The Greek test is of considerable importance to Lancia, since the results obtained will be instrumental in deciding whether or not they make the trip to New Zealand and Argentina. All of the Italian manufacturer's dealers would be only too pleased to see a second world title in the fall, as it's then that a new top of the line (in between the Gamma and the Trevi) Lancia will be introduced. A new victory in the world championship would help launch this new model far better than any advertising campaign, especially as the "civilian" Delta 4×4 will have made its public appearance shortly before. As concerns the future, Cesare Fiorio has revealed that the 4wd Lancia Rally 038, will appear in the June 85 edition of the Acropolis rally. The first prototypes should be tested any day by Giorgio Pianta, then in Finland by Markku Alen.

DESTINATION DAKAR

With still a long while to go before the start, the next Paris-Dakar race is making news. The exceptional publicity that Thierry Sabine's race ensures its entrants seems to have convinced Nissan and Toyota to line up several works cars (though they would be neither the 240RS nor the Celica Turbo, triumphant in Kenya). Opel is tempted to send to the desert its solid Manta 400 (Colsoul's having had a particularly good race last January).



PIERRE DUPASQUIER



AN ENGINEER BY TRAINING, THE DIMINUTIVE MAN DRESSED IN BLACK IS 47 YEARS OLD. ALTHOUGH HE TENDS TO BE OVERLY MODEST ABOUT THE ROLE HE HAS PLAYED, PIERRE DUPASQUIER IS THE MAN WHO SUCCEEDED IN GETTING THE OTHERWISE CONSERVATIVE TYRE COMPANY OF FRANÇOIS MICHELIN TO ENTER MOTOR RACING. HE WANTS NO OFFICIAL TITLE AND JUST BARELY ADMITS TO "BEING RESPONSIBLE FOR THE COMPETITION SERVICE". ALTHOUGH VERY RESERVED WHEN IT COMES TO ELABORATING ON MICHELIN'S ENGAGEMENT IN FORMULA ONE, HE IS INCAPABLE OF STIFLING HIS PASSION FOR THE SPORT ALTOGETHER. SINCE HE JOINED THE CLERMONT-FERRAND BASED FIRM IN 1962, MOTOR RACING HAS MADE HIS HEART BEAT.

Interview by Didier Braillon

Michelin is now equipping Toleman in Formula 1. Is that also the case for the 600 lorries belonging to the Toleman Group's transport company in England?

It's not exact to say that Michelin 'equips' Toleman in Formula 1. That would imply that we treat them the same as McLaren, Brabham or Renault. Instead, you should say that as a result of difficulties which we don't really understand, Toleman asked us for emergency assistance. "Emergency assistance" and "equipping them" are two totally different concepts. Toleman does not have access to our total range of tyres. As for the lorries of the Toleman Group, they are not within the domain of my responsibilities.

You stated at Imola that you didn't have the capacity to equip another team in Formula 1. Now you've accepted to be of emergency assistance. What is your aim in 'badly' serving a team in need of tyres?

Our ongoing research programmes force us to develop far more tyres than we actually use. We create compounds and different constructions for each circuit. Some work well, some work less well. The ones that work less well become rejects. As with all tyre manufacturers, we are accustomed to destroying a substantial number of tyres. The new tyres which would otherwise have been destroyed can now be supplied to Toleman. At Dijon, for example, they are on surfaces which are not the specific "choice" for the French Grand Prix but which may prove to be quite good all the same.

In fact, you are the winners. You manage to sell them products destined to be destroyed!

There is not an enormous difference between the tyres which we supply to Toleman and those which we develop from race to race for our teams under contract. I maintain that the influence on performance is far less than the difference in competitiveness which can easily exist between two cars, supposedly identical, running for the same team.

How much does Toleman pay for its tyres? The same price as Ligier?

It has never been a part of my job to discuss financial contracts. But I'm fairly certain that we invoice the tyres, set by set, to Toleman. As for Ligier, we came to an agreement this winter for a flat fee to be paid for the year.

Going back to something else you said at Imola: "in the event of a serious crisis, it's obvious that we would have discussions with Goodyear on the means of enabling a team experiencing difficulties to finish out the season." Did you then tell Goodyear that it was your intention to supply Toleman?

No. What I meant by "serious crisis" was the eventual retirement of Pirelli from Formula 1.

A minority of the press suggested that the divorce between Toleman and Pirelli was the result of a 'coup d'état' orchestrated by Michelin England, and that it was both less successful and less discreet than planned...

If Michelin England was involved in this affair it could only have been for reasons external to motor sport. Therefore I would not have known.

Having lost Toleman, Pirelli made contact with Ligier. What would your attitude be if the French team were to switch its allegiance?

Our golden rule is to make agreements based on the quality of our products. We have never had the desire to "steal" a team from a rival manufacturer for promotional reasons. We don't bind our associates with string. If one day Guy Ligier decides that he will get better service elsewhere, then it will be his duty as a responsible man to dissociate himself from us.

Speaking of Guy Ligier, you had announced at the end of last season that you would only be equipping Renault, Brabham and McLaren in 1984. Then Ligier was added to the list. Was that because of pressure from François Mitterrand?

The management at Michelin decided to stay in Formula 1 in spite of an unfavourable financial situation. We needed to spend as little as possible. Therefore we limited ourselves to three teams. Ligier and Alfa Romeo were still waiting and management didn't want to penalise them in any way. It was decided to do as much as possible by supplying them, but only on the condition that it cost nothing. Ligier agreed, Alfa Romeo went to Goodyear.

If I write that your tyres are performing better this year on the McLarens than on the Brabhams and the Renaults, what is your answer?

I am not sure, after five races, and in spite of the victories by Prost and Lauda, that the McLarens are making better use of our tyres than their rivals. What is true, however, is that their single-seaters are perfectly balanced. But they have never been so markedly superior that they have been able to go out and use much softer compounds than their rivals in a race. At Imola, after the finish, I was terrified to hear Prost claim that he could have run the entire race without stopping. To my mind, he would not have made it to the end with the tyres he had chosen. I continue to maintain that the McLaren is no less hard on tyres than either the Brabham or the Renault.

Let's suppose, however, that were the case, as it has been in the past on several occasions, albeit not with the same players. Would you be faced with recriminations from Brabham and Renault?

A racing team needs to react with common sense and objectivity. If you find you have to use a more solid tyre, that demonstrates that your car is not as good. And that solid tyre will be less quick than a soft tyre. Not as good a car, not as quick a tyre, that's the vicious circle. Races are lost, everyone goes back to home base and gets back to work.

Imagine that McLaren is leading the world championship by a comfortable margin. In order to secure the title for yourselves as well, might you be tempted to adopt a "number one team", in the same way a team might have a "number one driver" to add to its chances of winning?

We do not consider it to be our purpose to win the title of world champion at any cost. No matter what happens, every team supplied by Michelin has at its disposition a potential which is the same as that of each of its rivals at the start of every race. It would be simplistic to give whoever's currently ahead some sort of advantage. They might fall back into the ranks, and out of today's masses might suddenly emerge tomorrow's leader. Our teams are top level ones, and their men are competent. It would be intellectually dangerous to play favourites with them.

One last question, which has nothing to do with the others. Are you striving to create a particular "look" by always dressing in black?

That story goes back a long way. I didn't want to have to get up every morning and look for what I was going to wear. So I found myself a work outfit. It was available in two colours: blue or black. For reasons of fashion, I chose the black. Gets dirty more easily, but black suits me far better... □

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The Porsche 911 3.3 Turbo takes just 5.3 seconds to travel from 0–60 mph.

It can exceed 160 mph.

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GOODYEAR NCT

HERE WE GO AGAIN...

YES, BUT THE DIFFERENCE WITH MONZA WAS THAT THIS TIME THE WORKS PORSCHES HAD SOMEONE TO FIGHT AGAINST. FIRST OF ALL THERE WAS PATRESE'S LANCIA AND THEN THE PALMER-LAMMERS 956-LLOYD. WITH ALL DUE RESPECT TO THEIR IMAGE, THE SUPERIORITY OF THE ROTHMANS-PORSCHES IS NO LONGER WHAT IT WAS. SO MUCH THE BETTER. WE'D LIKE TO MAKE IT CLEAR THAT WE'VE NOTHING AGAINST THE OFFICIAL PORSCHES, BUT IT'S TRUE THAT AT SILVERSTONE WE FOUND OURSELVES WISHING VERY HARD THAT A PRIVATE LANCIA OR PORSCHE WOULD WIN.

by Xavier Chimits

At Silverstone, the 1,000 kilometres start at twelve noon and are not preceded by any warm-up session. The official reason for this? No noise must be made before the end of Sunday mass in the little village of Silverstone, whose 1,000 residents are literally a stone's throw away from the circuit. For lovers of classic English countrysides, all green and cosy, true happiness lies in this corner of Northamptonshire, an hour and a half's drive from London. The local villages are known for their little stone houses, their sheep, and also for the quality of the shoes whose manufacture is the principal local industry. Thirty miles to the west lies Oxford, and true lovers of things British will doubtless be tempted by a side trip there to see if the professors of literature are still captivating the hearts and minds of eager young students.

JAN LAMMERS: 'THERE ARE TIMES YOU CAN'T AVOID TOUCHING, LIGHTLY OF COURSE'

Silverstone itself is a flat circuit with no interesting background, and as such is not a favourite among photographers. Drivers, on the other hand, seem to have good reasons for liking it, in spite of its having a sum total of only five curves. *"I like fast circuits,"* said Baldi, *"and here, the best line isn't always easy to find. You musn't have any qualms about using the entire width of the track, and even a bit more, to get a good time in. The only problem, then, is traffic. There are a good ten cars more here than at Monza, and lap times are about 15 seconds slower."*

The traffic, in fact, was what made the beginning of the race worth watching. After only four laps, the race leaders had already caught up with and were lapping Porsche 930s and BMW M1s. Neither Patrese, nor Mass, nor Palmer, all engaged in the fray, had any intentions of losing time overtaking the slower cars on the circuit. Palmer gave quite a fright to an innocent white BMW which had failed to see him coming. He overtook the unsuspecting car on the outside at Copse, sliding his way through. *"In any case"* his team-mate Lammers explained after the race, *"there are times when you can't avoid touching another car, lightly of course. It's better than trying a desperate manoeuver and going off as a result. What's more the next time around, the guy that you pushed will get out of your way when he sees you coming."*

Undeniably, the stars in the early part of the race were Palmer and Lammers, Wollek having taken off like a hare in his quick but fragile Lancia. The works Porsches were strangely discreet after their blatant domination of the Monza 1,000 kms. Three new engines had broken in the Rothmans clan during qualifying. Brun also lost an engine, as did Joest. Enough to make you proceed with caution. Peter Falk, the director of the competition service, didn't know quite what to make of it all: *"I don't understand. At Monza, you could say that there were problems with the level of octane in the petrol, but here... We've had a lot of pistons going on us, it might have been a defective batch. We are going to analyse everything at the factory."* It's still surprising that a team like Fitzpatrick, which was literally decimated at Monza by broken engines, had no such problems at Sivlerstone while the factory broke three engine blocks. And how do you explain the fact that Richard Lloyd's Canon Porsche runs perfectly well with normal turbo pressure, and did so both at Monza and Silverstone, while other Porsche engines were giving up the ghost with only minimum turbo pressure?

With the Lancias handicapped by oil which was getting into the cylinders and onto the spark plugs, affecting overall engine performance, and the works Porsches forced to drive with a certain measure of prudence, Johnathan Palmer and Jan Lammers had everything working in their favour. A defective oil hose prevented them from making their domination of the race a permanent one. The Canon Porsche remains the most competitive of the private Porsche entries, a fact which gives John Fitzpatrick cause to reflect: *"Last night, I was satisfied after qualifying, because Thierry Boutsen had made his time on race tyres. Today, however, he wasn't able to keep up the pace. I think that the Yokohamas don't perform as well as Dunlops. I chose those tyres for two reasons. First, they're less expensive than Dunlops. And second, by using a different tyre than that used by the works Porsches, I give myself a potential advantage over them."*

For Joest, the satisfaction at the finish was less than absolute. There's no doubt that a second place is comforting, like an unexpected ray of sunshine on a cloudy day after all those broken engines. Deep down inside, Joest had the feeling that with a bit more audacity (turbo pressure, electronic injection), Ludwig and Pescarolo might have been able to snatch victory from the team of Ickx-Mass. Bell and Bellof having been delayed, first by cooling problems and then by their electrics, Ickx-Mass remained the only defenders of the official Porsche team, a task they accomplished very well indeed.

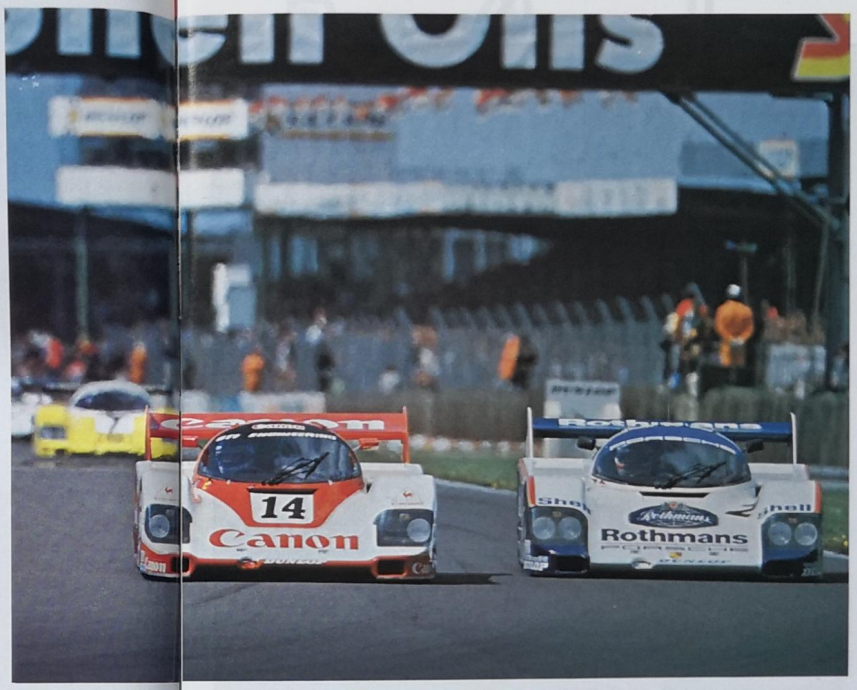
It was the second consecutive victory for the famous duo, after finding themselves unexpectedly promoted to first place at Monza. Whereas Lancia admitted its error in the disqualification of Barilla-Baldi's LC2 in Italy, Porsche has decided to appeal the decision. Jürgen Barth is claiming that the scales were at fault, explaining thus, the fact that the winning 956 at Monza was found to be beneath the legal weight limit.

Barth, who is supported in his action by the great majority of Endurance competitors, is an ardent defender of stable regulations based on what they were in 1983. That puts him in the opposing camp to FISA, which favours an approach that would leave competitors free in the matter of fuel consumption: *"FISA wants to give its championship a global character, which is quite legitimate. But why create regulations in view of potential IMSA competitors? They'll never come over to race in Europe, it's much too far from their home base. Group C doesn't interest them. Le Mans is an exception, and even that... Do you think that in the future there will be many American teams prepared to sacrifice one or two races in their championship in order to come to Le Mans? On the other hand, it might be possible for Group C cars to race in a special category at Daytona I've spoken to Bishop about it."*

If confirmation comes in the future that Amerians have as much concern for Group C as they have for a morsel of popcorn, it will do nothing to alter the fact that numerous small British constructors are inspired by the C2 class: Ecosse, Ceekar, Arundel (no relation to former F1 driver Peter Arundell), Tiga, who are going so far as to line up two totally different cars and making no secret about their commercial ambitions, Lyncar (entered as a C2 for the cause), De Cadenet-Lola, as well as Grid and Harrier who both forfeited at Silverstone. The phenomenon cannot be explained away by chance: *"You mustn't forget"*, reminds Derek Matthews, constructor of the Ceekar, *"that towards the end of the Sixties, the better part of competitors sitting in the middle of the grid in the Endurance World Championship were English cars, constructed by DART, Roger Heavens, Cleare, Dorset Racing, etc. With fuel consumption regulations, a Cosworth DFV or DFL is the perfect engine to be successful in C2. I think that you're going to see a renaissance of small British constructors in Endurance."*

The C2 class will not decide the future of Endurance, but it certainly has contributions to make. If one conceives with difficulty, in C1, the notion that Lancia might upset the superiority of Porsche, Group C2 on the other hand offers races which are worthy of interest and hotly contested. Four constructors battled it out in the C2 Class at Silverstone: Tiga, Alba, Ecosse and Mazda, with the second Alba finally coming out on top, wearing the others down. For those old enough to remember, even vaguely, the Ecosse team's Lister Jaguar, or those who have read a few lines about the beginnings in racing of Jim Clark and Jackie Stewart, the return to competition of this team, with its prestigious past, cannot go unnoticed. Especially after an absence of 22 years. The 'Ecurie Ecosse' owes its name (logically, it should be called Team Scotland) to the love of France and French wines of David Murray, its creator. He was the owner of a wine shop in Edinburgh. His work is carried on by two Scotsmen, businessman Hugh McCaig and journalist Graham Gauld

Mike Wilds, a smiling Englishman with a trim beard, who had the misfortune of driving BRM F1s in their darkest days, remained a longtime contender for victory in the C2 class, until he lost a door: *"It tore off all of a sudden, in the middle of a straight. Yesterday, David Duffield spun, and in disengaging him the marshalls twisted the door's mounting. I drove it that way for a long while, and spun twice because of aerodynamic influences. Then the team signalled for me to come into the pits: a marshall had come running back with my door. It was intact. So they put it back on..."* □



Lap 3, Palmer overtakes Bell on the inside at Copse. Ludwig and Boutsen see it all from a distance (photo Gilles Levent/DPPI)

Headlights all aglare, the Porsche 956s blaze their way through the laggers. The little Ecosse however, was anything but slow (photo Gilles Levent/DPPI)

Previous page: Another victory for Ickx-Bell (photo Gilles Levent/DPPI)

PATIENCE

"DON'T YOU FIND HER QUIETER THAN LAST YEAR?" COME TO THINK OF IT, IT'S TRUE, THE MAZDA NO LONGER HAS THAT LONG STRIDENT SCREECH, AS deafening as any electric saw. *"You know,"* continues Takayoshi Ohashi, *"we listen to criticism and take notice of people's reactions. If the public do not like our race cars, then we consider that we have not achieved our aim".*

The Mazdas are back on the scene, not particularly pretty nor especially fast, but, however, terrifically efficient. Remember last year's Le Mans, when they took first and second place in the C2 category, then known as 'C Junior'. The opposition was not up to scratch you may say. Nevertheless, at Silverstone this year, the Mazda almost won in its category, right under the noses of the Albas and other British constructors whose low consumption Ford-Cosworth engines are prominent in C2. Mazda's tactics haven't changed, efficiency and reliability are more important than a good lap performance. Even so, they encounterd a problem, an oil leakage through the engine spacer which caused their retirement. But this didn't appear to particularly upset either the Japanese or European members of the Mazda team. *"Last year too, we had problems at Silverstone"* commented Alan Docking, the team manager who lends his workshop at Silverstone to Mazdaspeed, *"it didn't prevent us from winning at Le Mans".* Le Mans, the magical word has been uttered. As was the case last year, Mazdaspeed has three races marked on its calendar, Fuji, because it's in Japan, Le Mans, because it's Le Mans and Silverstone as the ultimate preparation for Le Mans. Three races a year, it's not much, especially for Yorijo Terada, Mazda's official driver under exclusive contract to the Nippon based firm. The 37 year old mustached Japanese is not complaining: he has been driving the Mazdas for the last 15 years. Will Mazda be spreading its wings? *"We would like to add a couple more dates on the calendar"* admits Ohishi, *"but it would be difficult, one problem is finances another is time, in Japan we are far from everything".*

Mazdaspeed's strategy in Group C is not all that clear, unless we consider patience as an oriental virtue: *"Yes it's true, we are patient, very patient. We are learning all the time and making progress. Since last year we have been working on the development of a rotating turbo engine for Group C1".* First piece of news, but when will we be seeing them up against the European C1s and Porsche in particular? *"Maybe in 1985 probably in 1986".* Disappointing, these people seem to have an eternity ahead of them. *"And we are not challenging Porsche, we have our own battle to lead. We don't have any enemies".*

But if Mazda is preparing its Group C1 turbo, it is not by chance. Endurance has, for many years, been dominated by the Europeans. Discreetly and very prudently, Mazda is joining the forces. To toughen themselves up, to create a team of engineers, drivers and mechanics. Those of us who last year made fun of the slow 717Cs, and there were quite a few on the other side of the Channel, could not only be accused of stinginess, but also perhaps of myopia! Pierre Dieudonné, latest recruit at Mazdaspeed, can testify as to the careful manner with which Mazdaspeed operates: *"Before the second timed practice at Silverstone, I told them I thought I could gain one second per lap by making a few adjustments. They replied that it wouldn't be neccessary, that for the time being the aim was to finish the race."* But one day it will be 'phase two' of the operation, for, whatever the impact they may make at Le Mans, it would be surprising if Mazda did not, some day, expect to reap the rewards of its patience.

After the race, Mazdaspeed had organized a small barbecue in Alan Docking's workshop. Amidst the Alfa Romeo P4s, Maserati Birdcages and the March F3s, whose rear wings served well as trays, the mechanics took souvenir photos of the group. The sausages were sizzling on the charcoal and the sun was going down in the west.

Xavier Chimits

Mazda 727C (Yannick Dalmas/Pierre Dieudonné (photo Strebelle-Vandystadt)

Porsche 956 Lloyd/Palmer-Lammers (photo Levent-DPPI)

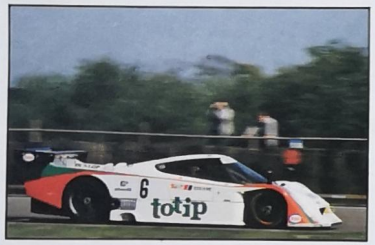
NO COMMENT

IF YOU WANT TO DISTURB THE UNSHAKABLE CALM OF RICHARD LLOYD, TRY SOME CASUAL NAME-DROPPING WITH THE BOSS AT GTI ENGINEERING: SPECIFICALLY, mention Nigel Stroud, ex-Lotus engineer. Results guaranteed. Either Richard laughs and tells you Nigel is sweeping his workshop floors at Silverstone, and doing a very good job of it, albeit for a rather steep salary. Or he answers "No comment." This taste for mystery in Richard Lloyd is somewhat baffling. After all, there is nothing to be ashamed of in developing a new car. In fact, it's a necessity for any private team which doesn't want to sit on the sidelines and watch the works Porsches steal the show every time. At Monza, the Palmer-Lammers Canon 956 was the fastest of the private Porsche entries. At Silverstone, it was the fastest of any Porsche: *"There are several factors which come into play,"* explained Lloyd. *"Experience, looking for sponsors, hard work, and remaining lucid. I don't drive my car, I pay two excellent drivers to do it. It's the only way of winning."* What about development? *"We are in fact working on the chassis, on the front suspension, but I'd rather not say anything yet, I don't like to speak too soon."*

In between two sessions on Saturday a bit of news suddenly flew around the paddock. Lloyd, in a press release, was inviting the press photographers to attend the unveiling of his new 956, *"whose chassis was designed by a little known Japanese engineer named Kiyo Okawa, without Nigel Stroud's participation in the project."* British humour. After the photographers had wasted substantial amounts of film, Lloyd took the rear bonnet off his supposedly new 956, uncovering a big, empty space where the engine should have been. It was nothing more than a demonstration car for use in exhibitions, and a bit of revenge on the press by Lloyd, they having reported that he has all kinds of extravagant projects in store for Le Mans. During the race, he shared a drive with Pink Floyd drummer Nick Mason in a 956 Rothmans equipped with a camera. You might just as well say that he made pit stops in function of his need for fresh film. Johnathan Palmer had other ambitions. He stayed patiently behind Bell for three laps before passing the Englishman at Copse. Thirteen laps later, he was doing the same to Mass. Same place, same manoeuver. Palmer then got within striking distance of race leader Patrese, taking over the lead as pit stops for refuelling came into play. Nothing, it seemed, was going to stop the victorious march of the Canon Porsche. Nothing... except a faulty oil hose. Palmer came into the pits, a thick cloud of bluish smoke trailing behind him. His engine was covered in oil. Not overly dramatic, but nonetheless a pit stop which paralysed the red and white 956 for a full 22 minutes. A century, by racing standards. Lloyd, who had temporarily given up his mobile camera, watched expressionlessly as his mechanics worked frantically: *"The oil hose which broke is the one which is hardest to get to."* Palmer, bareheaded and red-faced, hands in his pockets, answered questions: *"No, I don't think the engine has been damaged. The oil pressure didn't drop."* A moment's silence, and then: *"Now it's too late, we'll never be able to make up the lost time."* Lammers stayed behind the wheel for 22 minutes, as if he were to resume the race at any moment. *"The hardest thing at these times is fighting the anger that's rising in yourself. Why get aggravated? That can only result in hitting the first available guardrail once you're back on the track."*

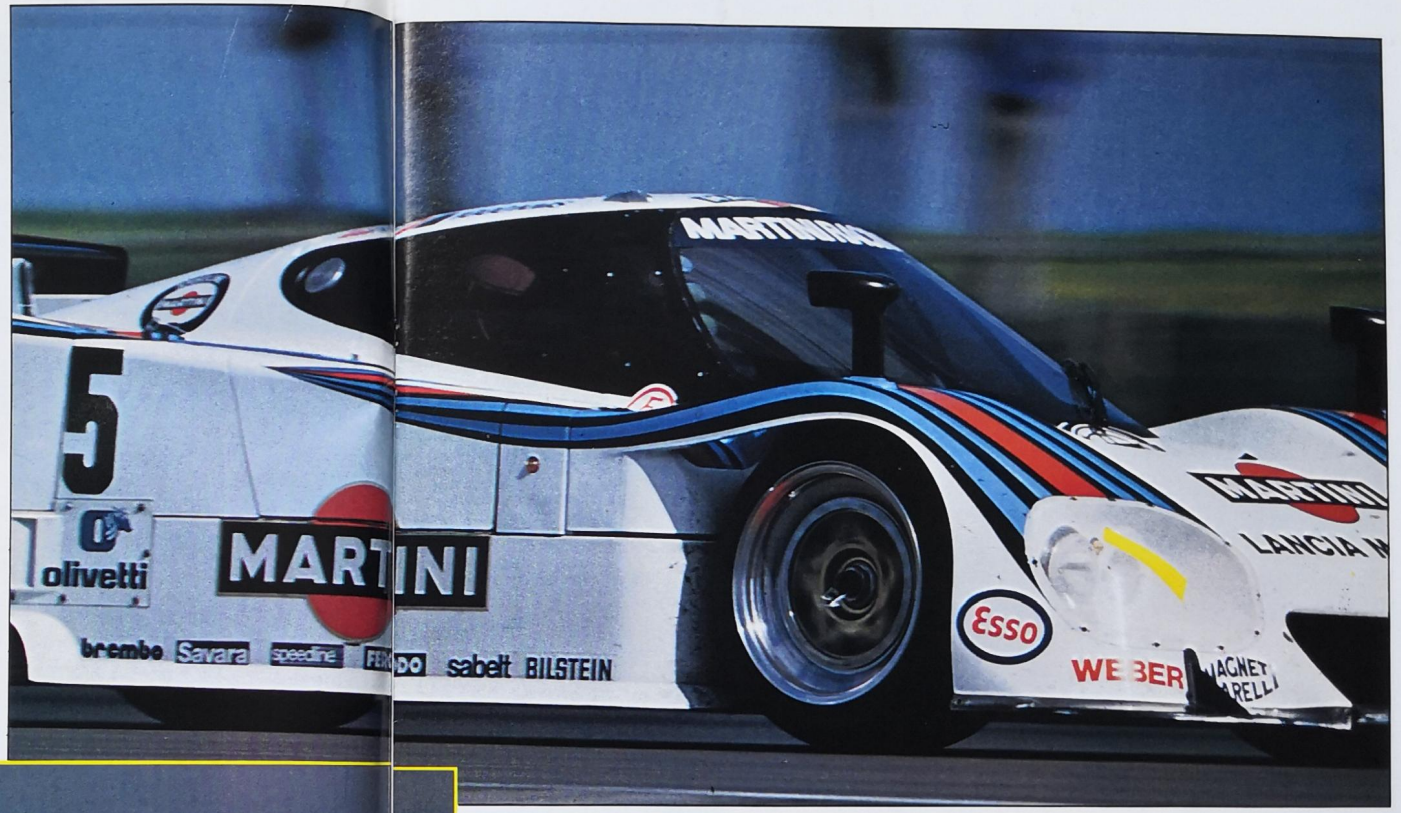
Eight o'clock in the evening the atmosphere in an emptying paddock after a race is always a little bit strange. Richard Lloyd is near his motor home: *"At Silverstone, I'm at home. That's why I so wanted to win. I can be extremely sensitive sometimes. The mechanics won the prize for the best team. That made me happy, in spite of everything."* And by the way, what about Nigel Stroud?

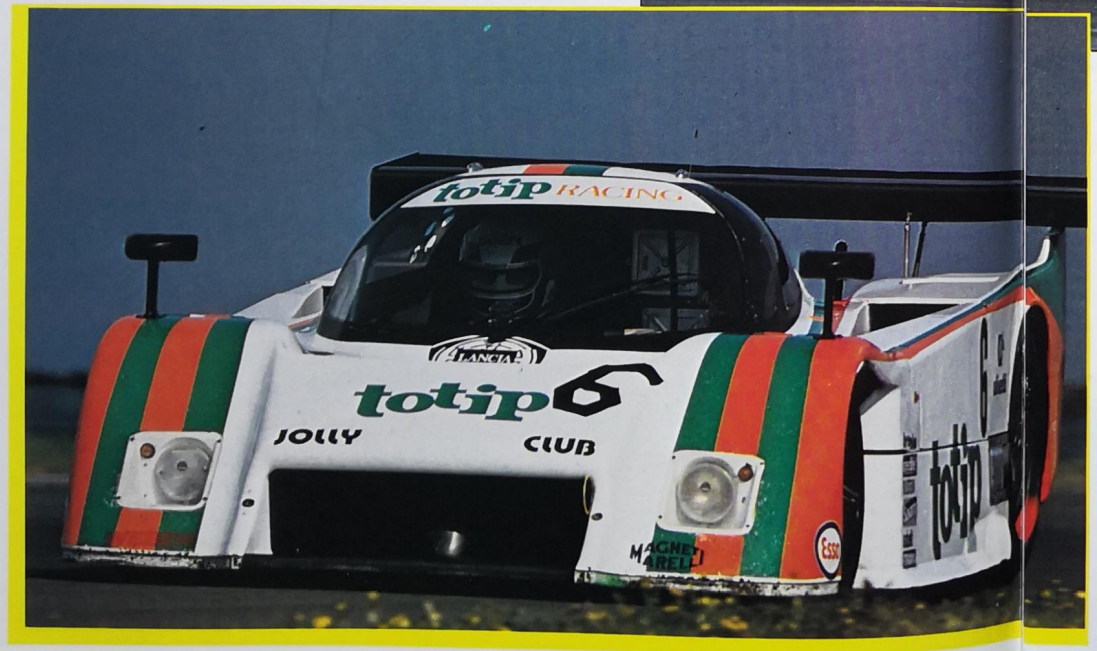
X.C.



THE SALT GRAIN

They are attractive, quick and well driven, but there's always something that spoils the Lancia mechanics. For the first race of the season it was the Delock device on the rims at Monza, then at Silverstone it was a faulty turbo oil drainage system. The LC2s powered by a 2598cc V8 Ferrari engine with a double KKK turbo really just missed winning in England as the works Porsches were hit by some mysterious evil and they had to play their cards cautiously. Patrese and Wollek's

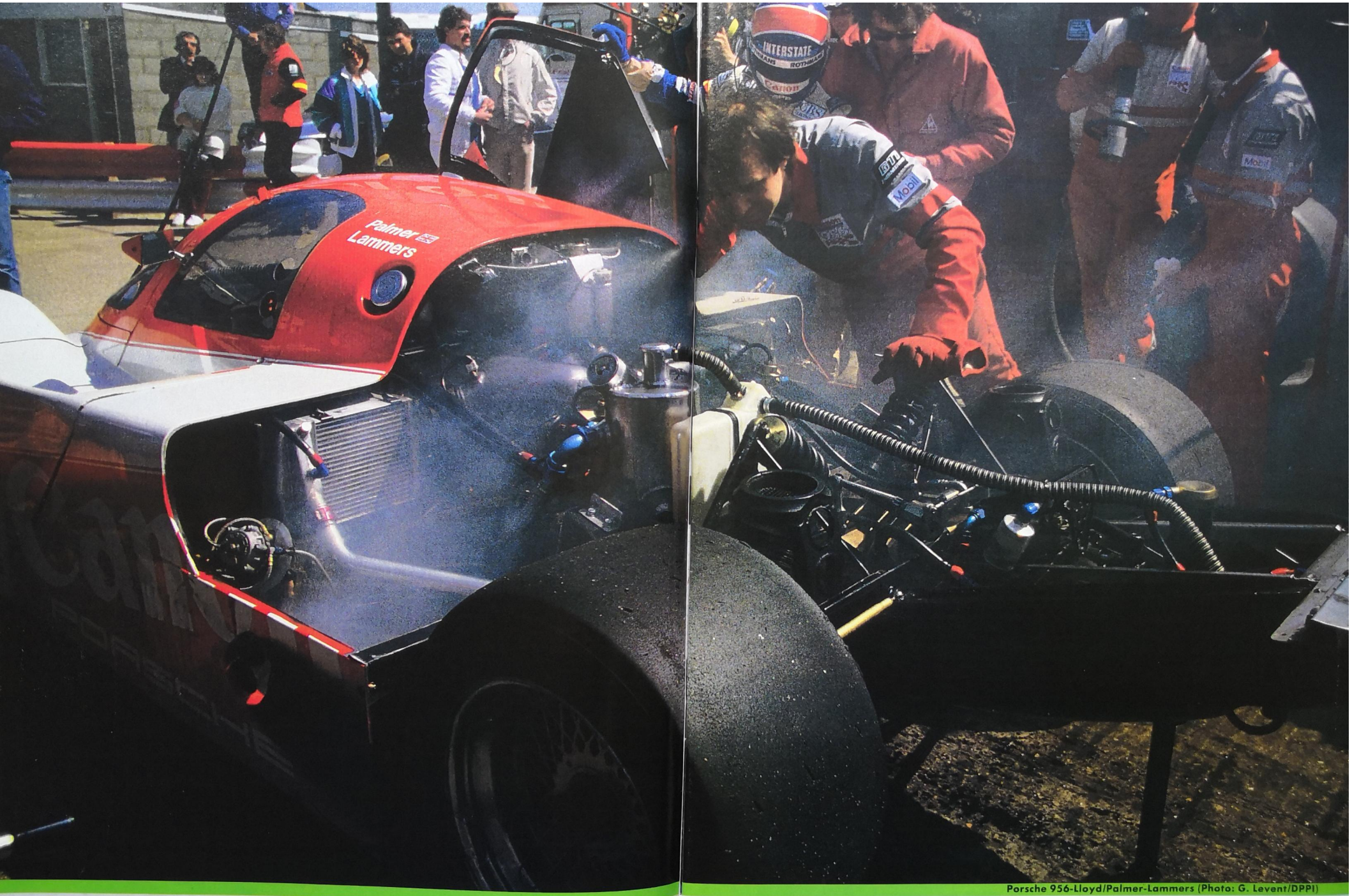




No.4 stayed in control of things for half an hour before being forced to retire. No. 5 driven by Baldi-Barilla and the semi-official No.6 with Martini-Gabbiani at the wheel, saw the chequered flag come down, but they were at quite a respectable distance behind the Ickx-Mass Porsche. The absence of the works 956s gives Lancia a fantastic chance to win at Le Mans, but they are going to have work on improving reliability to hold out 24 hours. (photos: Gilles Levent/DPPI)

Klaus Ludwig/Porsche 956-Joest (Photo: G. Levent/DPPI)

KLAUS LUDWIG AND HENRI PESCAROLO, A BRILLIANT SECOND PLACE, BUT THEY WERE NOT WITHOUT REGRETS.



Porsche 956-Lloyd/Palmer-Lammers (Photo: G. Levent/DPPI)

14:15, PALMER BRINGS HIS SMOKING PORSCHE INTO THE PITS. A BROKEN OIL HOSE. HE HAS LOST THE RACE.

Porsche 956-Kremer/Sutherland-Konrad (Photo: G. Levent/DPPI)

NEW COLOURS AND NEW DRIVERS, THE PORSCHE ARMADA IS EVER GROWING AND PROSPERING.

SILVERSTONE 1,000 km

Second round of the World Endurance Championship
Date: May 13, 1984
Official designation: Grand Prix International 1,000 km
Distance: 1,000 km on a 4.718 km circuit
Weather: sunny, with cold winds
Attendance: 15,000.

STARTING GRID

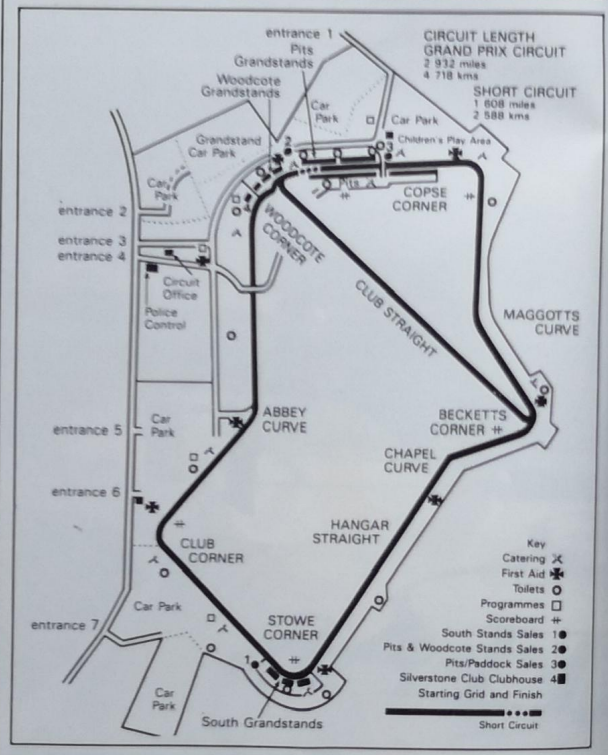
1. Porsche 956 Ickx-Mass 1'14"17
14. Porsche 956 Palmer-Lammers 1'15"58
7. Porsche 956 Ludwig-Pescarolo 1'16"87
5. Lancia LC2 Baldi-Barilla 1'17"25
55. Porsche 956 Keegan-Edwards 1'17"67
19. Porsche 956 Brun-Schuppan 1'19"28
16. Porsche 956 Bell-Lloyd-Mason 1'19"73
12. Porsche 956 Merl-Schornstein-Winter 1'21"49
80. Alba AR2-Giannini □ Facetti-Finotto 1'23"33
31. Aston Martin Nimrod Sheldon-Salmon-Attwood 1'24"48
21. Grid S2-Porsche Cooper-Wood-Robinson 1'25"37
46. Rondeau M382-Ford De Dryver-Yver 1'25"89
72. Gebhardt 842-BMW □ Evans-Jelinski 1'26"41
13. Cougar C02-Ford De Cadenet-Courage 1'26"90
74. Arundel C200-Ford □ Weaver-Arundel-Jellinek 1'29"17
82. Alba AR3-Ford □ Gellini-Barberio-Vatielli 1'29"87
79. De Cadenet Lola-Ford □ Harrower-Dodd Noble-Taft 1'31"46
131. Porsche 935 GTX Mussato-"Victor"-Giudici 1'34"40
100. BMW M1 Δ Ketterer-Deurig-Goring 1'34"87
111. Porsche 930 Δ Smith-Smith Haas-Haas 1'36"07
109. BMW M1 Δ Richter-Gall-Olivar 1'39"50
107. Porsche 928S Δ Boutinaud-Renault-Guinand 1'43"39

4. Lancia LC2 Patrese-Wollek 1'13"84
2. Porsche 956 Bellof-Bell 1'15"50
33. Porsche 956 Boutsen-Hobbs 1'16"34
9. Porsche 956 Larrauri-Sigala 1'16"89
6. Lancia LC2 Gabbiani-Martini 1'17"59
34. Porsche 956 Perkins-Brock 1'18"71
11. Porsche 956 Konrad-Sutherland 1'19"29
35. Sehcar C830-Porsche Rothengatter-Schickentanz 1'19"95
18. Porsche 956 Lässig-Fouch-Regout 1'22"15
32. Aston Martin Nimrod Mallock-Olson 1'23"59
70. Tiga GC84-Ford □ Spice-Craig-Bellm 1'24"67
77. Ecosse C284-Ford □ Wilds-Duffield 1'25"86
86. Mazda 727 C □ Dieudonné-Terada 1'26"16
65. Lola T610-Ford Brindley-Bartlett-Kempton 1'26"81
81. Alba AR2-Giannini □ Coppelli-Vanoli-Pavia 1'27"53
38. Dome RC83-Ford Jones-Williams-Galvin 1'29"86
132. Lyncar MS83-Hart Blackburn-Lee 1'30"71
88. Ceekar 83JI-Ford □ Ashmore-Payne 1'33"59
101. BMW M1 Δ Winther-Winther Jr-Mercer 1'34"73
99. Tiga GC284-Ford □ Rossiter-Duret-Baker 1'35"95
102. BMW M1 Δ Dören-Paredes-Mertes 1'36"64
117. Porsche 930 Δ Leim-Wiren 1'39"89

The first driver of each team obtained the qualifying time for their car.
□ Denotes C2 groups formerly Group C Junior
Δ Denotes group B
Porsche 935s Nos. 130 and 131 were entered for the IMSA GTP category, the Lyncar No. 132 for the IMSA GTP

PREVIOUS WINNERS

1976: John Fitzpatrick-Tom Walkinshaw/BMW 3.5 CSL; 1977: Jacky Ickx-Jochen Mass/Porsche 935; 1978: Jacky Ickx-Jochen Mass/Porsche 935 L; 1979: John Fitzpatrick-Bob Wollek-Hans Heyer/Porsche 935; 1980: Alain de Cadenet-Desiré Wilson/De Cadenet-Cosworth; 1981: Harald Grohs-Walter Rohrl-Dieter Schornstein/Porsche 935; 1982: Riccardo Patrese-Michele Alboreto/Lancia LC1; 1983: Bell-Bellof/Porsche 956.



RESULTS

1. Porsche 956/Ickx-Mass, 212 laps or 1,000. 32 km, in 5 hours 06'21"20, at an average speed of 196,55 km/h.

2. Porsche 956	Ludwig-Pascarolo	210 laps
3. Porsche 956	Edwards-Keegan	207 laps
4. Lancia LC2	Barilla-Baldi	206 laps
5. Porsche 956	Palmer-Lammers	203 laps
6. Porsche 956	Sutherland-Konrad	202 laps
7. Lancia LC2	Martini-Gabbiani	201 laps
8. Porsche 956	Boutsen-Hobbs	199 laps
9. Porsche 956	Schornstein-Winter-Merl	198 laps
10. Porsche 956	Bell-Bellof	195 laps
11. Porsche 956	Brun-Schuppan	192 laps
12. Alba AR2-Giannini	Coppelli-Vanoli-Pavia	188 laps
13. Rondeau M382-Ford	Yver-De Dryver	186 laps
14. Alba AR3-Ford	Gellini-Barberio-Vatielli	186 laps
15. Sehcar C830-Porsche	Rothengatter-Schickentanz	179 laps
16. Grid S2-Porsche	Wood-Robinson-Cooper	178 laps
17. Cougar C02-Ford	Couraga-De Cadenet	177 laps
18. De Cadenet Lola-Ford	Harrower-Dodd Noble-Taft	173 laps
19. BMW M1	Dören-Mertes	170 laps
20. BMW M1	Goring-Deurig-Ketterer	168 laps
21. Porsche 956	Brack-Perkins	162 laps
22. Porsche 935	Victor-Guidici-Mussato	154 laps
Porsche 956	Lässig-Fouch-Regout	201 laps retired, lost a wheel,
Porsche 956	Sigala-Larrauri	180 laps retired, engine failure
25. Ecosse C284-Ford	Wilds-Duffield	177 laps retired, broken gearbox
Mazda 727C	Terada-Dieudonné	151 laps retired, oil leak
Lola T610-Ford	Bartlett-Kempton-Brindley	138 laps unclassed
Tiga GC84-Ford	Bellm-Craig-Spice	117 laps unclassed
Porsche 930	Leim-Wiren	114 laps retired, reason unknown
Ceekar 83JI-Ford	Payne-Ashmore	106 laps retired, lost a wheel, off track
Aston Martin Nimrod	Salmon-Shelton-Attwood	103 laps retired, engine failure
Porsche 928 S	Boutinaud-Renault-Guinaud	100 laps retired, clutch failure
Tiga GC284-Ford	Baker-Rossiter	88 laps retired, rear wheel axle
BMW M1	Gall-Olivar-Richter	66 laps retired, reason unknown
Porsche 956	Mason-Lloyd	65 laps unclassed
Lancia LC2	Patrese-Wollek	56 laps retired, ignition
Dome RC82-Ford	Jones-Galvin-Williams	46 laps retired, broken valve
Alston Martin Nimrod	Mallock-Olson	41 laps retired, oil leak
Lyncar MS83-Hart	Los-Blackburn	39 laps, retired engine failure
Arundel C200-Ford	Arundel-Weaver-Jellinek	34 laps eletrical failure
Gebhardt 843-BMW	Jelinski-Evans	26 laps retired, engine failure
Porsche 930	Haas-Smith Haas-Smith	19 laps electrical failure
Alba AR2-Giannini	Finotto-Facetti	17 laps retired, broken gearbox
BMW M1	Winther-Mercer	6 laps retired, engine failure

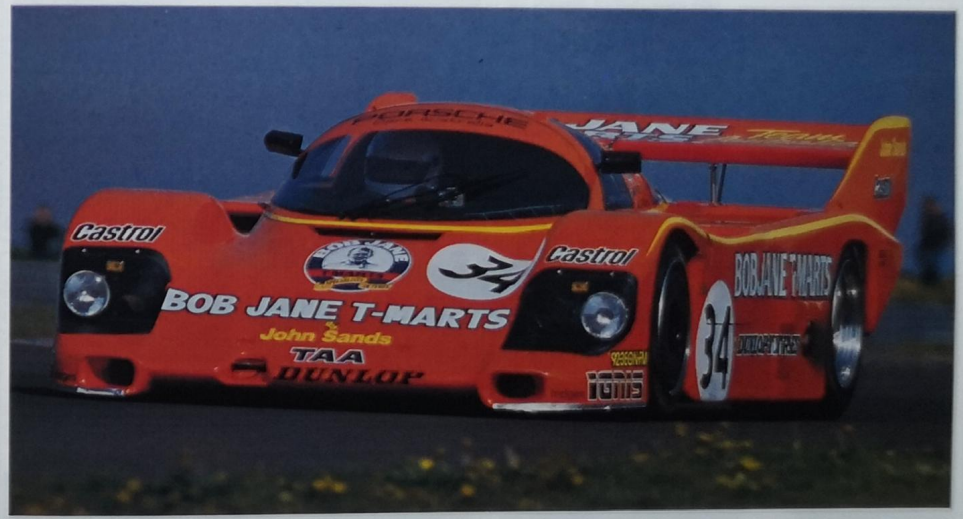
LAP LEADERS

Laps 1-27: Lancia LC2/Patrese-Wollek
Laps 28-99: Porsche 956/Palmer-Lammers
Laps 100-212: Porsche 956/Ickx-Bell

BEST QUALIFYING TIME GROUP C1
Riccardo Patrese/Lancia LC2: 1'13"84
BEST QUALIFYING TIME GROUP C2
Carlo Facetti/Alba AR2-Giannini: 1'23"33
BEST QUALIFYING TIME GROUP B
Jens Winther/BMW M1: 1'34"73
BEST RACE LAP GROUP C1
Jochen Mass/Porsche 956: 1'16"76
BEST RACE LAP GROUP C2
Gordon Spice/Tiga GC84-Ford: 1'26"31
BEST RACE LAP GROUP B
Hansjurg Duerig/BMW M1: 1'34"42

WORLD ENDURANCE CHAMPIONSHIP - MAKES

1. Porsche	40 pts.
2. Lancia	10 pts.
3. Rondeau	8 pts.
4. Lola	6 pts.
5. BMW	4 pts.
6. Ecosse	3 pts.
7. Alba	2 pts.
8. Gebhardt	1 pts.



WORLD ENDURANCE CHAMPIONSHIP - DRIVERS

1. Ickx and Mass	40 pts.
3. Palmer and Lammers	20 pts.
5. Ludwig Pescarolo, Stuck, Brun and Grohs	15 pts.
10. Edwards, Keegan, Schornstein and Merl	12 pts.
14. Barilla and Baldi	10 pts.
16. Busby and Knoop	8 pts.
18. Winther and Lars Vigo	7 pts.
20. Sutherland and Konrad	6 pts.
22. Mallock, Duffield and Wilds	5 pts.
25. Martini, Gabbiani, Facetti and Finotto	4 pts.
29. Boutsen, Hobbs, Jelinski and Hansen	3 pts.
33. Bell and Bellof	1 pt.

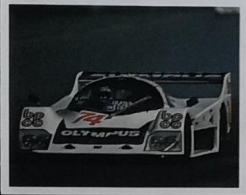
ALBA

80. JOLLY CLUB/ALBA AR2-GIANNINI (Martini Finotto-Carlo Facetti)
18th in qualifying, DNF in race
81. JOLLY CLUB/ALBA AR2-GIANNINI (Almo Coppelli-Mario Vanoli-Davide Pavia)
29th in qualifying, 12th in race
82. MAURIZ GELLINI/ALBA AR3-FORD Maurizio Gellini-Pasquale Barberio-Gerardo Vatielli)
32nd in qualifying, 14th in race

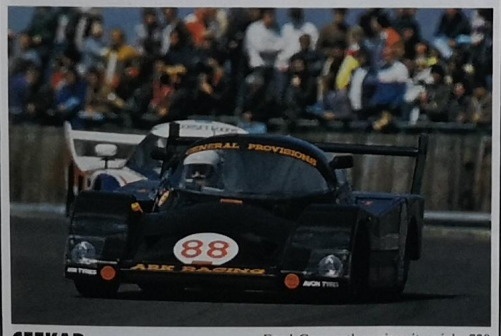
The Albas are not the prettiest in Group C2 but their engine performances have never been doubted. In spite of the fastest of the cars having to retire after 15 race laps it had the best qualifying time in C2- the Italian constructor was still able to obtain his second consecutive victory of the season following Monza. The Alba AR3 which wasn't ready for Monza, can easily be mistaken for Facetti-Finotto's AR2 apart from the fact that it is powered by a 3300cc DFL Cosworth and the other by a 1840cc Giannini four turbo, developped by CARMA, the Facetti-Finotto group. On the other hand, the AR2 No.81 is a 1983 model, the obvious differences being the engine cover and the position of the rear wing. Nos. 80 and 82 are on Dunlop tyres, but No.81 will probably be keeping its Pirellis until Le Mans as the British manufacturer is unable to meet demands. The second Jolly Club Alba easily won in Group C2 which was decimated by retirements. This car has a 55 litre tank, not an 80 litre one as the first car, which meant that it had to make 5 pit stops, whereas No. 80 only planned 3. The two Albas should look more like sister cars at Le Mans. The No.82 drivers who are not quite as good as the Jolly Club tandems will not be racing at the Le Mans 24 hours.

ARUNDEL-FORD

74. SCORPION RACING SERVICES/ARUNDEL C200-FORD (Edward Arundel-James Weaver-John Jellinek)
30th in qualifying, DNF in race.



Finished during the night of Thursday to Friday, the Arundel C200 was tested for the first time at Silverstone. Under such conditions, young company owner, Edward Arundel, was overjoyed at being qualified. The Arundel C200 was designed by Gary Anderson, who also created the Anson F3, and was on Avon tyres. The engine is a 3 litre DFV, much, favoured by the smaller British Group C2 constructors. As the windscreen wasn't ready, the Arundel was fitted with a borrowed one which restricted the drivers' field of vision. This rather pretty C2, backed by Olympus disappeared early on during the race following an electrical failure. At present, its programme is limited to Le Mans, Brands Hatch, Spa and the Ring.



CEEKAR

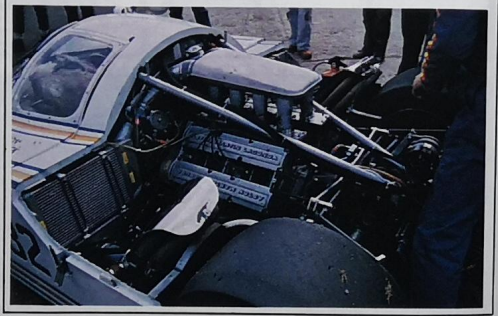
88. ARTHUR HOUGH PRESSINGS & ARK RACING/CEEKAR 83JI-FORD (Max Payne-Chris Ashmore)
35th in qualifying, DNF in race

We were at last able to admire Derek Matthews' Ceekar first shown at Brands Hatch last year. This little black car is powered by a 4 valve BDX 1972cc Ford-Cosworth engine; it weighs 720 kilos. Matthews doesn't feel quite ready to race at Le Mans, but the Ring, Spa, Brands Hatch, Mugello and Kyalami are on the calendar. The car runs on Avon tyres; the Ceekar did in fact look very promising during the race although it obviously wasn't sufficiently prepared and Chris Ashmore came off the track at Copse - without causing damage to the car - after losing a wheel.

ASTON MARTIN NIMROD

31. VISCOUNT DOWNE WITH ASTON MARTIN LAGONDA LTD/ASTON MARTIN NIMROD-004 (Michael Salmon-John Sheldon-Richard Attwood)
20th in qualifying, DNF in race
32. VISCOUNT DOWNE WITH ASTON MARTIN LAGONDA LTD/ASTON MARTIN NIMROD-005
19th in qualifying, DNF in race

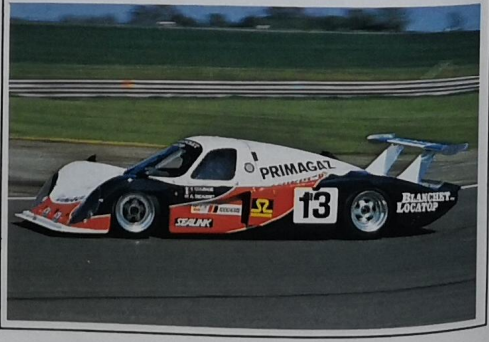
Aston Martin made a sensational return to Group C racing. A 5300cc engine with a T04B double Garrett turbo was seen on the Mallock-Olson car in the paddock, it was the same one which had raced at Daytona for the first time this year. This engine has a mechanical fuel injection system and develops 710bhp. Its inventors believe that it should soon be reaching 800 bhp. A new turbo was fitted during Saturday night in the Aston Martin workshops as the old one seemed to have lost power. During the race the rings went, letting the oil seep out and so the Nimrod team decided to retire before the turbo was damaged beyond repair. Drake Olson is the son of the American Aston Martin importer. The other Aston Martin seen at last year's Le Mans has kept its 5300cc V8 which develops 580bhp. This car was in the hands of a team rather past the prime of youth and included Dick Attwood, a former F1 driver (3rd at Monaco in 1968). The car retired before it had a chance of proving itself. Although the construction company Bovis has decided to continue backing Aston Martin, the team doesn't seem to be that well off as their calendar is rather empty: Le Mans (the main objective of the season), Brands Hatch and perhaps Spa. Still using Avon tyres, the Astons don't show many signs of development compared with last year, their No.1 enemy being their weight, nearly 950 kilos, 100 kilos over the Group C limit. The English team managers didn't seem over-disappointed by the early retirement of No. 32, saying that Silverstone had really been a trial run for Le Mans. So "rendez-vous" in a month's time on the French circuit in the Sarthe to get a better look at the new Aston Martin turbo engine.



COUGAR

13. PRIMAGAZ TEAM COUGAR/COUGAR C02-FORD (Yves Courage-Alain de Cadenet)
28th in qualifying, 17th in race

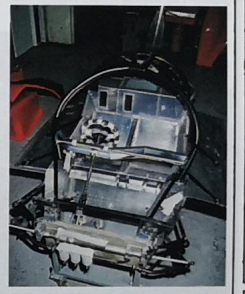
Yves Courage continued his trials during the race with the Le Mans 24 hours in mind, he still sports his strange lucky number. His 3300cc DFL Cosworth engine had been rebuilt by Nicholson following premature wearing of the cams which caused the Cougar to forfeit its entry at Le Mans. Nothing new since Monza, but for Le Mans, the Cougar will be equipped with modified front and rear hoods. The Cougar ran a regular race and the only problem it had was a broken exhaust which meant that a few laps were lost. It ran on Michelin tyres specially made for Le Mans, but Courage and Cadenet had difficulty getting them to the right temperature.



GEBHARDT

72. GEBHARDT MOTORSPORT/GEBHARDT 842-BMW (Bob Evans-Frank Jelinski)
26th in qualifying, DNF in race

The 843 which should be fitted with a DFV Cosworth is still being assembled at the Gebhardt workshop at Silverstone. Gunther Gebhardt, a former Supervee Formula driver and inventor of the original C2 is giving his 842 to his fellow countryman Frank Jelinski and former F1 driver, Bob Evans. The 842 is a normally-aspirated 2000cc BMW developping 290bhp. It was the second endurance race for the Gebhardt and it was a little less successful than at Monza. A broken gearbox on Saturday stopped it from making any progress and as there was no warm-up, Evans had to run the gearbox in during the first couple of laps of the race. The Gebhardt was eventually forced to retire due to engine failure. Rather than race at Le Mans, Gunther Gebhardt will be entering his car on the same day at an Interserie race at Nürbugring so as to be ready for the 1,000 miles. He will then be taking it to the United States where it will be equipped with a Chevrolet block and it will take part in three IMSA races.



GRID

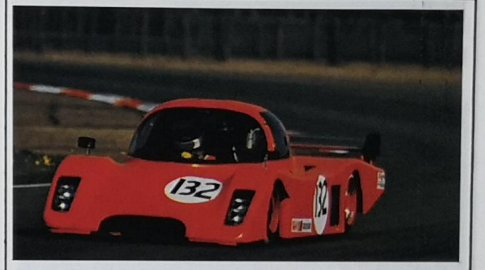
21. CHARLES IVEY RACING/GRID S2-PORSCHE (Dudley Wood-John Cooper-Barry Robinson)
22nd in qualifying, 16th in race

The attractive Grid was for once able to enjoy seeing the chequered flag come down. De Villota had an accident at Miami during the first laps and food poisoning caused John Wood to forfeit his team's place at Monza. Once again, de Villota was absent although he had been entered for the race and again, as for Monza, the sponsors were Spanish except for "Demo Man" a demolition company belonging to Robinson. De Villota's situation within this team seems rather confusing. Apparently the Spanish backers are waiting for the first results before paying a penny. The only difference compared to the Porsche 935 with a double turbocharger seen at Monza, was a higher and wider wing, designed for the large Silverstone curves.

DOME

38. DORSET RACING/DOME RC83 FORD (Richard Jones-Mark Galvin-John Williams)
31st in qualifying, DNF in race

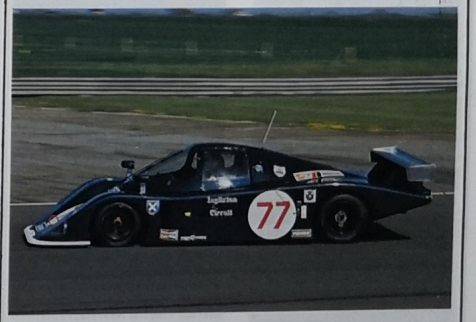
The Dome RC83 hadn't been seen in competition since Le Mans in 1983 when it was owned by Nick Mason and driven by Salazar and Craft. Colin Bennett worked hard on the Dome's high speed stability as it had the same problems at Le Mans as the Lola T610. The suspension geometry has been changed, the rear wing fixed higher and numerous trial runs were made to improve it with David Kennedy, the Irishman. It is equipped with a 3.3 litre DFL Alan Smith and develops 510bhp. The Dome is fast in the straight, but has a weight problem - an excessive 939 kilos. The car will of course be present at Le Mans, the Dorset Racing team haven't missed that Endurance race once in years. The Dome retired during the race as it broke a valve.



ECOSSE

77. ECURIE ECOSSE/ECOSSE C284-FORD (Mike Wilds-David Duffield) 23rd in qualifying, DNF in race

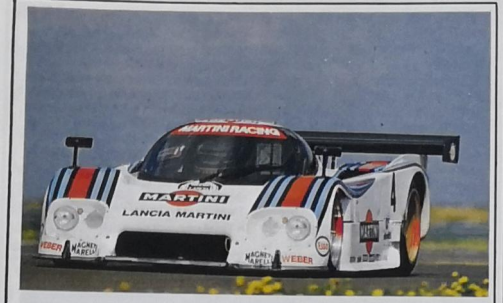
As a result of its brilliant debut at Monza, the Ecosse C284 had a more powerful version of the 3 litre DFV Cosworth engine, still prepared by Swindon Engines, which develops 490bhp. Ray Mallock went back to Aston Martin as originally planned. After a fantastic start to the race, Mike Wilds was in first position of the C2 category before being slowed down by a selenoid breaking and then he lost a wheel in the middle of the straight. The Ecosse was forced to retire when the gearbox jammed near the end of the race. It had happened not far from the pits but this little clumsy-looking car has shown in the past two races that it is one of the fastest in its category. For Le Mans it will have its endurance DFV which develops approximately 400bhp.



LYNCAR

132. LYNCAR MOTORSPORT LTD/LYNCAR MS83-HART (Costas Los-Les Blackburn-Richard Down)
33rd in qualifying, DNF in race

He is a young shipping agent living in London, not a ship owner, smiles Costas Los, who is the promoter of the Lyncar MS83 with a 2 litre Hart engine prepared by Swindon engines. The team is not a rich one, and its manager, Martin Slater, admits that he isn't able to go ahead with all the developments he would like to make. His first priority is to keep his company going by sub-contracting automotive or geological material. Slater therefore didn't think he would be going to Le Mans as he thought that his 1944cc Hart wasn't powerful enough and he didn't have the time to modify the car to be able to fit the 3000cc DFV Nicholson which he had just bought. So we'll be seeing the little Lyncar at Nürburgring. Costas Los blew his Hart at the beginning of the race at Silverstone. The Lyncar had the same problem at Monza during practice, the only engine he has left is the DFV.



LANCIA

4. MARTINI RACING/LANCIA LC2-83 005 (Riccardo Patrese-Bob Wollek)
1st in qualifying, DNF in race
5. MARTINI RACING/LANCIA LC2-83 003 (Paolo Barilla-Mauro Baldi)
8th in qualifying, 4th in race
6. JOLLY CLUB/LANCIA LC2-83 006 (Pier Luigi Martini-Beppe Gabbiani)
9th in qualifying, 7th in race

Cesare Fiorio was right when he predicted that the Lancias would be at least as quick as the Porsches. Patrese confirmed the words of his boss by obtaining the pole position. We must add however, that the Italian did not beat Stefan Bellof's time from last year of 1'13''15. A waste gate problem didn't allow him to use maximum turbo pressure. Bellof believed that he would be able to equal his lap time, but unfortunately for him his engine blew. The Lancias had new Speedline rims, following the Monza fiasco, which meant that the two official LC2s were using the Denlock device again. Fiorio again asked Mauro Baldi to race for him, as he thought that Ghinzani's hand burns weren't sufficiently healed for an endurance race. As Nannini has been held up by his F2 commitments, he will be making his debut with Lancia at the Le Mans 24 hours. The Baldi-Barilla LC2 was powered by an improved version of the 2598cc V8 Ferrari with the double KKK turbo, which only the Wollek-Patrese tandem had the honour of driving at Monza. The Jolly Club Lancia is a 1983 LC2 model. All the Italian cars were victims of a faulty turbo oil drainage system. The oil was sprayed by the turbines and ended up on the cylinders and eventually covered the spark plugs. Baldi and Barilla had to make do with a sputtering hiccoughing engine during timed practice. Patrese and Wollek had an even worse time with theirs during the race, the Lancia was forced to retire after having stayed ahead of the Palmer-Lammers Porsche for quite a while. It was the first time that the Lancias had experienced this kind of problem, Fiorio is trying to trace the problem back to his suppliers.

LOLA

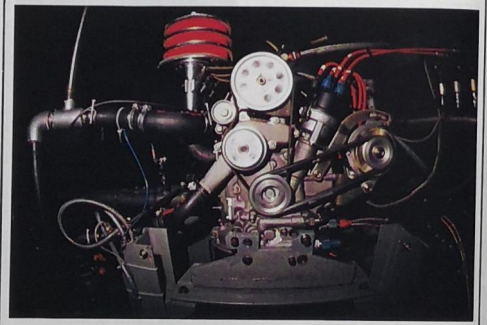
65. JOHN BARTLETT/LOLA T610-FORD (John Bartlett-Steve Kempton-John Brindley)
27th in qualifying, NC in race

This ex-Cooke Lola has undergone a great deal of modifications since its last appearance at the Le Mans 24 hours last year. It is true to say that it was not a brilliant example of good road stability at high speeds. The 3.9 litre Cosworth engine has been replaced by a 3.3 litre DFL, prepared by Alan Smith, and the rear wing has been placed 20cm higher. The Lola now has a real front wing instead of the flap. Colin Bennett, the team manager, has also worked on the lower shell. For Le Mans he intends to use a new front hood and a new kevlar tub to reduce the car's weight of 900 kilos. John Bartlett's Lola has already taken part in two Thundersport races this year, and it will be competing in both the Endurance races and the British championship. A lot of time was lost during the race as an engine bracket broke and the Lola T610 was not classed.

MAZDA

86. MAZDASPEED/MAZDA 727C (Yorijo Terada/Pierre Dieudonné)
25th in qualifying, DNF in race

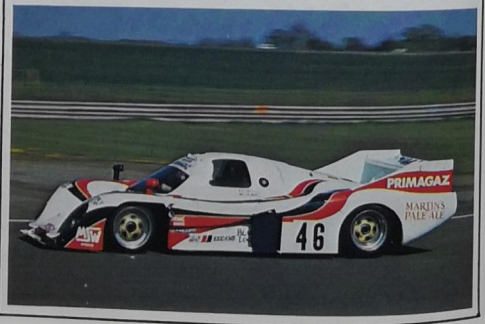
As last year, Mazdaspeed entered a car for the Silverstone race in order to prepare for Le Mans where the Japanese team will have two Group C2 cars. The 727C is a slight variation of the 1983 717C model. The Japanese engineers spent a great deal of time putting the car through the wind tunnel, and thus managed to increase the ground effect by 60 % due to modifications made to the side pods and to the general shape of the car. The front part is more streamlined and the bonnet has two small appendages. The rear bodywork is slightly shorter and rounded, whereas the wing surface has been increased. The rear wheels are exposed unlike in 1983. The Mazda now weighs 710 kilos, compared to 777 kilos for the 717C. The second car which is still being built, has been entered for Le Mans, and should weigh in at 700 kilos, as titanium has been used. It is still powered by a 2608cc 13B Mazda rotary engine, the engine size being adjusted, with a Bosch Kugelfischer mechanical injection system. The engine produces 200bhp at 900rpm. Tom Walkinshaw conferred his duties as team-manager to Alan Docking. Yorijo Terada, the official Mazdaspeed driver and director for track developments of the 727C, has been joined by Pierre Dieudonné, whose links with Mazda go back in time since he raced the RX7s for quite a while. The 727C was on Dunlop tyres, and although it wasn't the fastest car at Silverstone in Groupe C, the regularity and abilities of its drivers allowed it to quickly work its way up to first position in its category following the retirement of the fastest Alba and the problems encountered by the Tiga and the Ecosse. The 727C would have won the race if the foundry-made part which acts as the suspension bracket and spacer between the engine and gearbox while plugging the oil circuit hadn't cracked just when they were so near to obtaining their objective. Terada and Dieudonné will be the main elements of the two three-man half-Japanese, half-European teams whose target will be to try and reiterate last year's performance. The Mazda 717Cs came in first and second in the Junior Group C category. The Mazda will only then be seen, as last year, once more during the season, at Mount Fuji.



RONDEAU

46. PIERRE YVER/RONDEAU M382-FORD (Pierre Yver-Bernard de Dryver)
24th in qualifying, 13th in race

Pierre Yver hadn't entered his car for Silverstone but following his 5th place at Monza, his sponsors took a keener interest in him. His Rondeau remained exactly the same as at Monza, the 3000cc DFV prepared by Mader being entirely satisfactory, he should be using it at Le Mans, although he had thought of using a 3300cc DFL. Yver and Dryver could have been in the points again with a completely different quality of opposition compared with Monza if the former F2 driver had not run out of petrol on the track, this was attributed to a somewhat fatalistic fuel gauge. De Dryver managed to get to the pits, but the Rondeau had lost at least 7 laps during this unfortunate incident.



PORSCHE

1. ROTHMANS PORSCHE TEAM/PORSCHE 956-010 (Jacky Ickx-Jochen Mass)
2nd in qualifying, 1st in race
ROTHMANS PORSCHE TEAM/PORSCHE 956-009 (Derek Bell-Stefan Bellof)
3rd in qualifying, 10th in race
7. NEW MAN JOEST RACING/PORSCHE 956-104 (Klaus Ludwig-Henri Pescarolo)
6th in qualifying, 2nd in race
9. TEAM GAGGIA PORSCHE/PORSCHE 956-111 (Massimo Sigala-Oscar Larrauri)
8th in qualifying, DNF race
11. KREMER RACING/PORSCHE 956-101 (David Sutherland-Franz Konrad)
13th in qualifying, 6th in race
12. SCHORNSTEIN RACING TEAM/PORSCHE 956-105 (Dieter Schornstein-John Winter-Volkert Merl)
16th in qualifying, 9th in race
TEAM/PORSCHE 956-102 (Guy Edwards-Rupert Keegan)
10th in qualifying, 3rd in race

The Porsche armada was 11 strong at Monza, and at Silverstone, two more 956s came to join the ranks: the Kremer, driven by Sutherland-Konrad, and the GTI Engineering Porsche with Lloyd-Mason at the wheel. The latter is in fact the official team's spare car, it was still painted in Rothmans'colours, and it also acted as a mobile camera. The Kremer which had been rented to Walter Brun at Monza, finished second with Brun-Stuck-Grohs at the commands. Out of thirteen 956s, three are 1984 models (Ickx-Mass, Boutsen-Hobbs and Brun-Schuppan), seven are 1983 models with 1984 modifications (electronic injection, modified front suspension, one-piece front bodywork) and three 1983 models (Obermaier, Fitzpatrick-Australia and Jöst-Schornstein). The only modification was seen on Lloyd's 956, its lower bodywork had been changed. In spite of Richard Lloyd being extremely discreet in this field, it does seem that he is the only one, helped by Nigel Stroud, (a former Lotus F1 engineer) to work on developing his 956. Palmer and Lammers will thus probably have a completely new monocoque chassis made by Stroud for Le Mans, with modified front suspension and a different rear wing. Porsche had quite a job replacing the engines which blew at Monza, which explains why Joest and Fitzpatrick where unable to do any private testing. The epidemic had been put down to a low octane rating in the local Italian petrol (96), but how can the fact that six 2649cc 6 flat-cylinder engines with double KKK turbos went up in smoke at Silverstone be explained? The factory broke three during practice and Joest and Brun did the same, whereas Gaggia's 956 did not finish the race for identical reasons. From then on, many of the 956s opted for the same low turbo-pressure, as the factory or Joest were using, for the race; a wise decision which proved to be the right one. The fastest Porsche at Silverstone was Richard Lloyd's. Victory was denied because of a ruptured oil-hose. Shuppan lost a wheel, Boutsen-Hobbs were held up by problems with the gearbox linkage and Edwards-Keegan ran an uneventful race except for two spins, one for each driver. For Le Mans, this team will have a new 962 Porsche equipped with a double turbo which means that the Australians, Brock-Perkins, should be inheriting their old 956. Hervé Regout also lost a wheel which meant that for the second time running, the Boss Porsche had to give up; last year the team finished all the races.

14. GTI ENGINEERING/PORSCHE 956-106 (Jonathan Palmer-Jan Lammers)
4th in qualifying, 5th in race.
16. GTI ENGINEERING/PORSCHE 956-004 (Richard Lloyd-Nick Mason)
14th in qualifying, NC in race
18. OBERMAIER RACING/PORSCHE 956-109 (Jürgen Lässig-Georges Fouche-Hervé Regout)
17th in qualifying, DNF in race.
19. BRUN MOTORSPORT/PORSCHE 956-116 (Walter Brun-Vern Schuppan)
12th in qualifying, 11th in race
33. SKOAL BANDIT PORSCHE TEAM/PORSCHE 956-114 (Thierry Boutsen-David Hobbs)
5th in qualifying, 8th in race
34. TEAM AUSTRALIA/PORSCHE 956-110 (Peter Brock-Larry Perkins)
11th in qualifying, 21st in race
55. SKOAL BANDIT PORSCHE

SEHCAR

35. PROCAR AUTOMOBILE AG/SEHCAR C830-PORSCHE (Huub Rothengatter-Clemens Schickentanz)
15th in qualifying, 15th in race

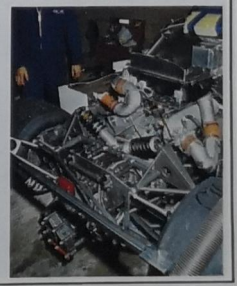
Eric Schwaller's Sehcar was at last able to take part in the race at Silverstone after two unsuccessful attempts, one at Le Mans last year, the other at Monza (engine failure). Since Italy, the Swiss constructor has modified the suspension geometry, changed the lower shell section and has managed to get the car's weight down to 900 kilos. The Sehcar, formerly Sauber, is powered by a 2649cc flat 6 cylinder Porsche engine with a double KKK turbo, it does not have a Motronic Bosch injection system. The Sehcar showed quite spectacular overdriving problems during the race which Schwaller was unable to rectify as he didn't have a hard enough rear sway bar. It was so bad that the same set of Dunlop tyres was kept to the end of the race.

TIGA-FORD

70. SPICE TIGA RACING/TIGA GC84-FORD (Ray Bellm/Neil Crang/Gordon Spice)
20th in qualifying, DNF in race
99. JQF ENGINEERING/TIGA GC284 FORD (Roy Baker-François Duret-Jeremy Rossiter)
39th in qualifying, DNF in race

Although neither of them finished the race, the two much awaited Tigas at Monza, deserve that we dwell a little on their lot. The CG284 was finished the day before official practice began; it is inspired directly from the Tiga SC82 Sport 2000, one of the most competitive cars in this highly popular form of racing in England. Howden Ganley added a cockpit, suspension from the Atlantic Formula Tiga and a high rear wing taking into account the disturbances caused by the streamlining of the cockpit. The Tiga had been designed following tests through the wind tunnel at Birmingham. This compact little Group C car with its covered wheels offers the advantage of being extremely cheap. It can be sold in kit form with a choice of power units. Ganley has commercial hopes for his kits in both Group C and IMSA. The first should be arriving in the United States in six weeks time with a 2600cc Mazda. This car is equipped with inboard suspension and an aluminium and honeycomb chassis. It weighs 630 kilos which meant that 70 kilos of ballast had to be added to the passenger compartment.

The engine is not the least of its original attractions as it is a 1700 Ford turbo, derived apparently, from the rally block. It is prepared by John Quentin Fischer, owner of JQF Engineering, he was one of the pioneers at Hesketh Engines. The Tiga team remained very secretive concerning their engine, they kindly advised inquisitive people to ask Peter Ashcroft, the competitions director at Ford (England). The little Tiga was too new to be fairly judged, and Duret didn't take part in the race as he hadn't had enough practice before. We will be giving it a closer look at the next races at Le Mans, Nürburgring and Spa. The Tiga GC84 is larger and was raced last year at Brands Hatch, Mugello and Imola with a Chevrolet engine. The front part is the same, but the lower profiles have been redesigned, the ground clearance has been lowered by two inches, the diameters of the front and rear wheels have also been seen to. The car will now be powered by a Nicholson 3300cc DFL, there will be entirely new rear suspension and a lower rear wing. It was one of the fastest cars in the C2 group before being held up by gearbox problems. Gordon Spice hopes to power it with a 3900cc Cosworth engine once Le Mans is over. Both the Tigas were using Avon Tyres.



STOPOVER ON THE WAY UP

Long Beach 1980 in an ATS-Cosworth. Quite an exceptional feat in an F1 career - cut off too soon for Jan Lammers. (photo DPPI)

HE HAD BEEN PROTECTED BY MOTOR SPORT'S FAIRY GODMOTHER, AND THEN NO MORE, NO REASON GIVEN, JUST LIKE THAT. JAN LAMMERS DOESN'T BEAR ANY GRUDGES. HE IS A QUICK MINDED MAN AND FIRMLY BELIEVES THAT HIS FATE LIES IN F1. HE LIKES ENDURANCE RACING WELL ENOUGH, BUT FOR HIM IT'S JUST A STEP DOWN. HE DISLIKES CART – IT'S NOT THE REAL THING. WHAT HE WANTS MORE THAN ANYTHING ELSE IS TO AGAIN BE PART OF THE SWAY OF F1, TO RESUME HIS PATH TO THE TOP. HE'LL BE A VERY UNHAPPY MAN IF HE DOESN'T.

by Xavier Chimits

Jan Lammers on record has participated in 21 Grands Prix, he failed to qualify 17 times and didn't manage to get in the points once he had. It's not exactly flattering. Jan Lammers is a neatly dressed Dutchman who looks more like a jockey than an F1 driver. For the past two seasons he has been dividing his time between Endurance racing and the rather tumultuous European Renault 5 Championship. To be fair, Jan is rarely with the pack – he stays ahead. It's the least you might expect from a former F1 driver who at 27 is letting everyone know that he intends making a come-back to Grand Prix racing. *"I often think of Thierry Boutsen. He comes from a small country and he has managed to open the doors of F1. Everything seems to be going really well for him. Just as it used to for me at one time. He's going to have to persevere and realize that he hasn't got it made yet and that to get to the top he musn't make a single mistake."*

There is no bitterness in his words, just a straight forward statement. *"What kind of a market can a tiny country like Holland with a population of 14 million offer a sponsor? Just suppose that a firm decides to launch a product; if they decide to sponsor me in F1, it will cost them let's say one million dollars. For the same sum, they could cover Holland with advertising messages I try to go after sponsors but I only too often have the impression that I'm selling half a page of advertising to the local paper for the same price the New York Times would get.*

This pocket-sized driver (1m 65 - 55 kilos) had everything he needed to succeed in F1. The first part of his life ressembles the kind of story you tell children to make them believe that talent and perseverance will be rewarded. He left school at 13 to become what can only be called an apprentice *"sweeper"* in Rob Slotemaker's skid school at Zandvoort. Slotemaker recognized a good bargain

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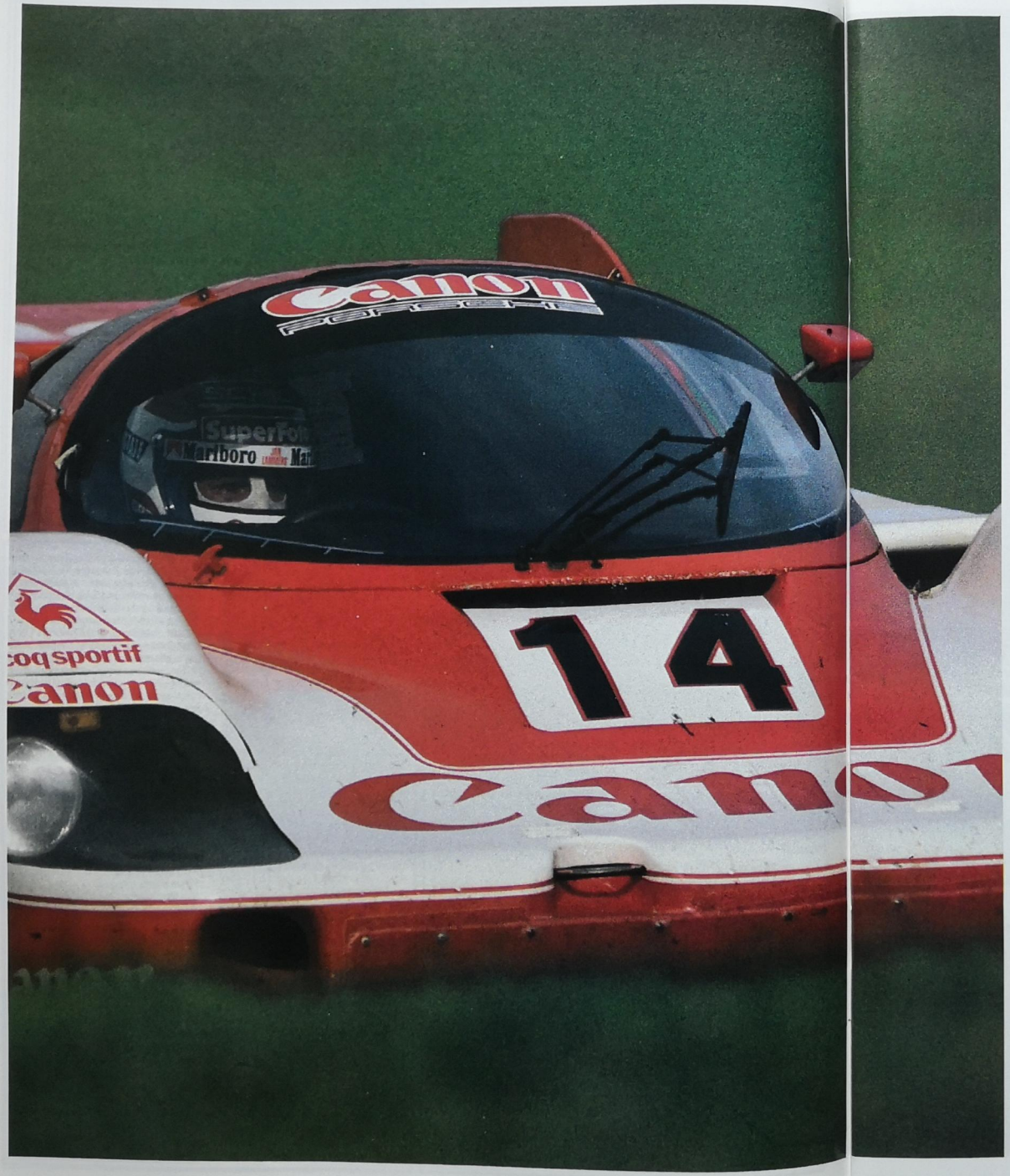


Richard Lloyd's team have been working hard for over a year now at trying to beat the works Porsches. Perhaps Jan Lammers will soon be reaping the rewards of those efforts. (photo GPI)

when he saw it and quickly realized just how he would be able to take advantage of the young boy's physique, he wasn't a very good coffee maker-but what a driver. When he was 14, Lammers began taking part in skid shows put on by Slotemaker and his gang. He was something of an infant prodigy. At 16 the Dutch federation decided to grant a derrogation in his favour and he obtained his licence, and that's how he went straight into the national Group 1 championship. Two seasons later he went up a step into the Formula Ford in 1977, followed by the F3 European championship in a Hawke. Then the setbacks and doubts began; *"Until then everything had seemed so easy. When you have problems, you begin wondering whose fault it is, yours or the cars'. So I said to my sponsor, 'Come to Zandvoort with the best F3 available on the market. I'll drive it for two days which will cost you £2,000, but that way you'll see that I'm well worth the*

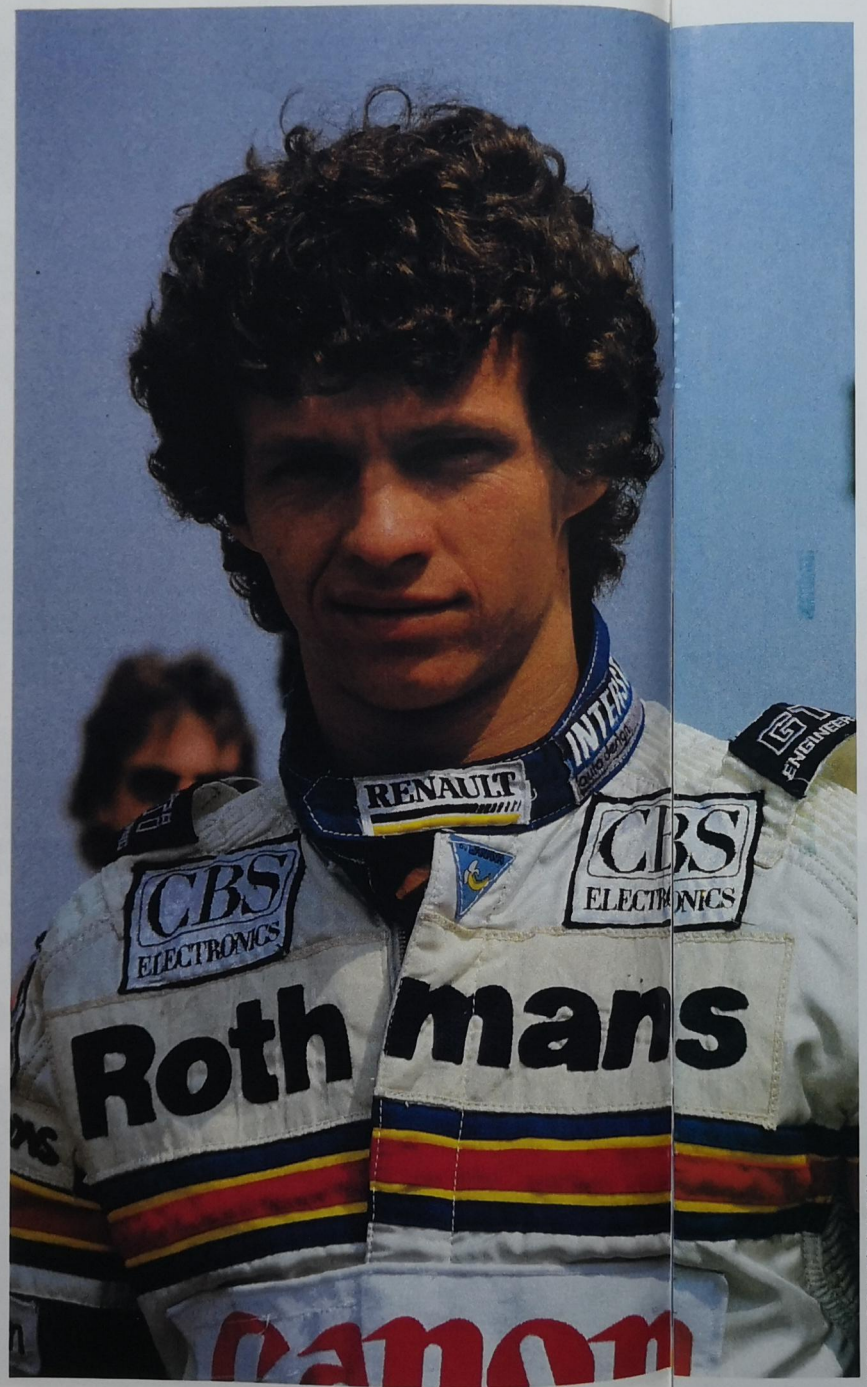
'I KNOW HOW GOOD I AM. IF EVER I DON'T GET BACK INTO F1 I'LL NEVER FORGIVE MYSELF'

money you are thinking of investing in me.' I reckon I must have done about 40 laps just outside the F3 track record."

His sponsor was happy, Jan had a Ralt F3, and the European F3 Championship title was his the following year. Lightning Lammers was back on his way up.

Next objective – F1. *"I was really lucky there, I was an instructor in Rob's school at 16 and one of my pupils was a guy who belonged to the management of the Samson cigarette paper firm. I spoke to him about sponsoring problems. He said to me 'You get into F1 and then come back to me'. Five years later, I had completely forgotten, I was working on a deal with Don Nichols from the Shadows team. He wanted £750,000 for the season which was fair considering the rate of the dollar at the time, so I said 'OK'. The first payment along with the signing of the contract was to be on November Ist 1979 with supposedly £100,000 in the bank. So anyway, I said 'perfect' and I signed being absolutely positive that with the final signature, the sponsors would be only too eager to come my way. November Ist came nearer and nearer and I still hadn't a penny apart from my own £1,000 in my account. I tried explaining things to my bank manager, but he wanted some kind of guarantee. Luckily for me, Rob Slotemaker was willing and put his house down as security. That is something that I'll never forget. My photo was published in all the Dutch papers, 'Jan Lammers, F1 driver', and as he'd promised so many years back, the guy from Samson called me to say he'd finance the whole of the budget."*

The Shadow team was just beginning its downhill slide, Jan's teammate, Elio de Angelis, was faster than the Dutchman at the beginning of the season, but towards the end part, both men were obtaining the same lap times, Lammers had progressed. *"I have excellent memories of that season. All I had to do was drive, progress and think competition while keeping in good physical shape. At the end of 1979, Rob was killed in an accident at Zandvoort. I was asked to take over his school. I bought it from his sister with payments over a four year period. That was a bad mistake. It's impossible to be both a professional driver and a businessman in that order. I had people working for me, I was responsible for paying them, and I was no longer able to concentrate 100% on racing. I ended up selling everything last year."*



After having driven single seaters from the earliest possible age, can Endurance racing take pole position in a driver's career? Jan Lammers stayed ahead quite a while during the Silverstone 1,000 km suggesting that it's possible. (photo Harald Strebelle)

At the beginning of 1981 a middleman got Lammers into ATS by luring Schmid with the prospect of a mirific sponsor by the name of Heineken.

"I didn't want to find myself in the situation Baldi is in at the moment at Spirit for example. I was honest with Schmid and told him I didn't have the money. He took me to Brazil and to Argentina warning me that he was really looking for a driver with a budget. The result was that I didn't qualify, and that meant no sponsors. Surer took my place, and then had an accident in which he broke his legs in the new ATS. As I was there, Schmid asked me to drive, and I again failed to qualify. The next race was at Long Beach. The new ATS had been rebuilt. I can't remember exactly what happened during the first day of practice, except that I had slept really badly, at 6 a.m. I was watching Mickey Mouse on T.V. The car seemed to be going well, nothing exceptional. I got the fourth fastest time. The next day there were almost as many qualifying tyres in my pit as the Goodyear lorry had brought to the circuit. I had fourth position on the starting grid and broke the transmission after only 400 metres! I don't know if you realize what it means to a driver to have the fourth qualifying time after not qualifying once in three races. It was just fantastic! I would have liked to have given the reason and said something like, 'I've got it, I've found 5th gear,' but it was nothing like that, I felt just the same. In just one race, I had gone from being nobody at all to being one of the front line drivers without realizing what was happening."

At Zolder, the gearbox went just as he was climbing into 7th position between the two Ferraris of Villeneuve and Scheckter. For Monaco, Daly's sommersaults cost him 10 laps. He resumed the race finding himself just behind Villeneuve and kept stuck more or less to the Canadian's gearbox for the rest of the race, Villeneuve finished 3rd. *"Surer came back to ATS after Jarama. In Spain I was 6th. I wanted that point really badly. I drove like I was on oil, I didn't touch one kerb, I watched my revs, was careful about my tyres, and was extremely careful when changing gears. I let Alan Jones drive away from me, he had softer tyres than mine, I knew that I would be able to catch him up in the second part of the race. Just as I was coming back on his tail, my brake pedal came away from the floor at the end of the straight. Alan Jones went on to win the race."*

Without realizing it, Lammers had come to the end of his run of good luck. Mo Nunn offered him £40,000 to race his Ensign for half a season. Jan accepted, he had debts. For his first race at the Paul Ricard circuit, the nightmare of not qualifying started again. You have to be a pretty good driver to hoist an ATS onto the second line of an F1 starting grid, but people have short memories, Long Beach 1980 was too far away. The next year, he raced a few times for ATS before being replaced by Borgudd. The same thing happened again with Theodore in 1982, this time Byrne was the driver with the full brief-case. Jean Sage offered him Prost's Renault in case the Frenchman's right foot hadn't healed in time for Monaco and Detroit. Then one evening, Piccinini called him up to enquire just how much he would want to replace Villeneuve at Ferrari *"In the end they chose Tambay. It's easy to say afterwards, but he didn't have any F1 commitments. I was still with Theodore and I believe that Ferrari hesitated before clicking their fingers and ridding a small team of their driver."*

Since then, Lammers has taken a break from F1. It's not really what he wanted; *"It's the old story, debts. I accepted to race in the Renault 5 Turbo and Endurance Championships in order to earn some money and to feel a bit freer. I don't care much about money but how can you make the right decisions if you are riddled with debts? The Ensign fiasco certainly taught me a lot. I didn't try to return to F1 racing last year, nor for that matter did I want to try CART. I saw them all going over to the States – good luck to them, that way, there will be fewer F1 candidates."*

Formula 1 is still foremost in his mind. He doesn't stop talking about it, and it has to be admitted he talks very articulately, he's sometimes funny, or seductive, or brilliant without resorting to self-pity. *"I will never say that Prost and Piquet were lucky. That's the easy way out, they seized the right opportunities and luck smiled upon them. I've been up against people like Warwick and Piquet in F3. I know how good I am compared to them or Palmer who is my teammate in Endurance. It's precisely for that reason, that I know, that if I don't get back into F1 racing, I'll never forgive myself. Even at 50. I want to succeed, I have to."*

Strong words. Endurance is rarely the waiting room for F1. *"That's wrong. CART is a pale imitation of F1. In Endurance I'm racing for the best private Porsche team. We have an aim – beat the factory and we'll do it. Now that the petrol consumption problem has been solved, we can attack from start to finish. I have to go faster that Palmer – it's what I want. Qualifying times don't mean anything in Endurance. Last year I had Rosberg as my teammate for Nürburgring. His average lap time was two seconds faster than mine, just what I had reckoned for a 22 kilometre circuit he knows like the back of his hand. It's just that kind of detail which makes me think that my future as a driver must be in F1. When I was driving the Ensign, Keke had the Fittipaldi. At the time when I was never sure of being qualified we could have tossed for the non-qualifications. I'm keeping my eye open for any opportunities. I've had some excellent contacts with Renault and I might just move to France at the end of the year."*

I had come to ask him questions about Endurance and F1. He only really heard the ones on F1. This joyous little man hides behind his weak appearance loads of willpower and a huge desire to go to the limits of his possibilities. That desire can only be fulfilled by F1. That's where his strength lies. It might well also be his downfall. □

WORLD CHAMPIONSHIP FORMULA 1: FRANCE

REVENGE

THE PESSIMISM WHICH HAD DESCENDED UPON GERARD LARROUSSE WAS NOT TO TURN INTO REALITY. NO SHORTAGE OF FUEL WAS TO DIMINISH THE PERFORMANCE OF THE RENAULT, WHICH ONLY NARROWLY MISSED VICTORY AT DIJON. IT WAS A MATTER OF A FEW SECONDS, BUT PATRICK TAMBAY WAS OVERCOME BY NIKI LAUDA. FOR LAUDA IT WAS THE SECOND WIN OF THE SEASON, EQUALLING THE WINS TO DATE BY HIS TEAM-MATE AND RIVAL PROST. WHEN ONE MCLAREN-TAG HAS A PROBLEM, THE OTHER ONE IS NEVER FAR BEHIND TO CARRY ON THE BATTLE. THE WINNERS' PODIUM HAD THE USUAL TEAMS, BUT NOT THE USUAL DRIVERS: A SYMBOLIC RETURN OF THOSE TO WHOM FATE HAD RECENTLY BEEN DEALING BAD HANDS. SEEING THE LOTUS-RENAULT OF NIGEL MANSELL IN THIRD PLACE GAVE AN EXTRA NOTE OF JUSTICE TO THE CELEBRATION.

Saturday morning, a quick glance out the window confirms the worst: the Burgundy countryside is soaked with rain. Not a chance, with such abysmal weather, of expecting any changes in the order established on Friday. One thinks of Guy Ligier, who must be in the clutches of one of his terrible fits of temper somewhere in Dijon. Unless he's already thought of playing the quick-change artist and giving De Cesaris the place on the grid he might have had, had it not been for his empty fire extinguisher: all it needs is for him to retire Hesnault's car from the race. Simple as how-d'you-do. Enzo Osella had attempted to do the same two weeks ago, between Ghinzani and Gartner, but he hadn't done it in time.

There was one man who didn't mind seeing the rain fall on the circuit at Prenois, however, and that man was Patrick Tambay. His had been the fastest time on the first day of qualifying. Seeing the track now, wet with persistent rain, and crisscrossed in places by virtual rivers forming the occasional puddle, the Frenchman was certain of maintaining his pole position, the fifth of his career. The most courageous, or the most conscientious, did however go back out on Saturday morning, in order to set their cars up for the wet conditions. Piquet, Arnoux, Fabi, Warwick and others were among those who spun, and Brundle went a bit further: practice was stopped while catchfencing was replaced after he went off in the Parabolique, a difficult right-hander coming right on the heels of la Cuvette. The Tyrrell suffered no damage.

The story behind the starting grid was written in just one qualifying session, then, that of Friday afternoon. A hectic hour, in which no less than six drivers had the pole before Tambay snatched it definitively: Winkelhock, who always puts on a display of speed, and thus confirming the return to form of the ATS which had been noted recently; De Cesaris, the man with the empty fire extinguisher; Tambay a first time, then Mansell, Piquet, De Angelis and finally Tambay again. On the lap immediately following his quickest one, Tambay was on the exit ramp at la Cuvette with a broken turbo. After helping the marshals put out the beginnings of a fire in his car, he'd contacted the Renault pits via his car's on-board radio to find out if his was still the fastest time. He was only vaguely reassured by them: *"For the moment it's O.K., but I can still be beaten. Alboreto got in my way."* As he walked back towards the pits, the spectators around la Cuvette, the equivalent of the Kop at Dijon, gave him a hearty ovation. The applause was in marked contrast to the booing and hissing which had greeted the arrival of the wounded Renault on the side of the track...

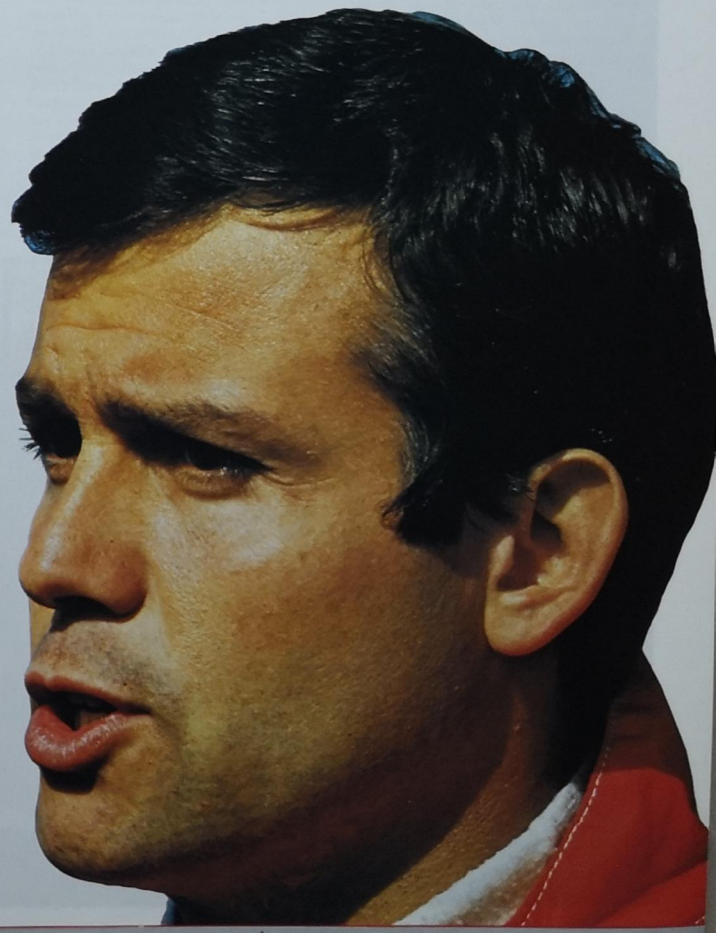
Winkelhock, and the McLarens of both Lauda and Prost, were stopped in their tracks by broken engines. The same for Cheever, whose Alfa Romeo covered parts of the circuit in oil. For the Williams, it was delicate going as they continued to have handling problems. Warwick found himself in the T-car after breaking an engine in the morning, while the Ferraris were handicapped by a lack of speed on the straights, an especially pertinent problem at Dijon. Tambay was fearing a last minute charge from Lotus, unaware that both De Angelis and Mansell had their share of problems with their second set of qualifiers. The Englishman spun, while the Italian was held up, he too, by Alboreto. *"Tambay was lucky,"* said De Angelis. *"I came up behind the Ferrari just past the grandstands. Otherwise, I would have had the pole."*

Thursday night, Nelson Piquet had declared that at Dijon, a rapid circuit with little room to maneuver, it wasn't easy to get a clear round: *"I like Dijon, which has several long corners in which you have to give it the maximum while maintaining a precise line. In those conditions, it's usually difficult to overtake a driver who is going back into the pits at a slower speed."* For his part, Tambay was having none of the excuses of De Angelis, choosing instead to celebrate his return to the top after a season which started with a whimper rather than a bang: *"There is a certain moving force in success. You start to feel little favourable signs, and then it all falls into place."*

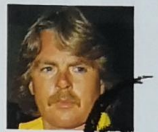
There was some measure of revenge for the Lotus team, who dominated the Saturday qualifying session, thereby demonstrating that Goodyear tyres are just as effective in the wet as Michelins. De Angelis had the best time in the morning qualifying session, and Mansell followed suit in the afternoon, proving yet again his qualities as a wet weather driver. There were only the Ligiers in the Michelin camp who were trying to set a time in the afternoon on a track which was a veritable minefield of potential dangers. There was De Cesaris, hoping to do the impossible and get in among the top 26, and Hesnault, demonstrating to the French crowds that he was more than just a polite team-mate; a good driver as well. He was third fastest in the Saturday qualifying, two seconds behind Lotus but ahead of De Cesaris.

In light of the alarming and alarmist declarations made by Gerard Larrousse, the rain, which reduces fuel consumption, seemed like manna from heaven for the three teams using Renault engines. On the Friday, thick morning fog had held up the security helicopter for minutes and delayed the start of practice, just as it had two weeks before at Imola.

Sunday, the warm-up did take place on a dry track in spite of it all. The fastest time went to René Arnoux, who did not, in spite of this, seem optimistic about his chances in the race. Engine problems at Lotus punctuated the warm-up; a helmeted Mansell watched as mechanics changed the engine block on his car. Meanwhile, Gérard Ducarouge was having both the fuel pump and ignition changed on De Angelis' car. The weather forecasters predicted a short but heavy rainfall sometime during the middle of the Grand Prix. Fortunately, it was not to be.



SATURDAY : THE RAIN POURS DOWN. WHO'S COMPLAINING? CERTAINLY NOT PATRICK TAMBAY



The race may not have been spectacular in and of itself, but symbolically it was a smasher, a day for the underdogs and the maligned. Lauda ties team-mate Prost, two victories each; Nigel Mansell, with net results this year of zero, finishes third ahead of Elio de Angelis; Fabi finishes for Brabham, ninth, when Piquet has yet another BMW blow on him; Laffite tussles with Rosberg on nearly equal terms when both cars are in poor shape; Arnoux comes in fourth ahead of Alboreto who has problems caused by turbo turbulence and retires; and Tambay's second puts him back into the reckoning. Each dog does indeed have his day.

The TAG/Porsche engineers had done wonders in producing engines back home, but the new ones were 5bhp less powerful than the old. Cheever, Mansell and Alliot all had new engines mounted.

Still, the start was clean and without mishap. Tambay had to work very hard to hold off de Angelis. At the first curve, Elio is in handily. Tambay tucks in behind him and Mansell, finding no one on the outside, squeezes Piquet hard. At the end of the first lap, then, it is Tambay, who got by de Angelis with no problems, then Mansell, Rosberg, Piquet and Warwick.

If the race itself is unspectacular, it is because there never seemed to be more than two drivers in it: the questions were, which would win and would both last? The basic architecture is clear: Tambay leads from the first lap through lap 40, when Patrick, who has trouble with his brakes, makes a little mistake and can't correct it.

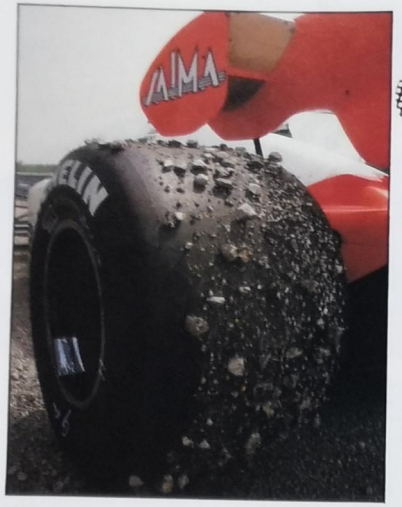
Lauda takes over and leads for the next 14 laps: so firmly and clearly (he gets up to a 34s lead) that we all think the clever bugger isn't going to stop for tyres at all. Will it all go wrong in the McLaren pits, as it has for Prost? No, Niki is out quickly enough, but the pit lane in Dijon is superlong and Patrick is back in the lead: by some 11s. Inexorably, Lauda reels him in — it looks like that, so extraordinary is the performance of the McLaren that the outcome is never in doubt. By lap 62, Lauda has taken him in front of the pits and the race is his. As in many other races, however, there were painful casualties among the fancied. None was worse than the championship leader's. Twice Prost came into the pits. The first time, having worked his way up to second and challenging Tambay, a recalcitrant wheel cost him nearly a minute. That was on lap 28. The trouble was deeper than that. Having fallen back to 11th and laboured mightily to get back up to sixth, Prost came in again. This time, the McLaren mechanics had to change two bolts on the hub to get the brake calipers working again. Effectively, that put Prost out of contention.

Lotus, too, suffered mixed fortunes. While a happy Mansell earned his first points of the year, finishing third — despite a left rear tyre starting to go off — Elio had his second set of tyres go off badly; that gave him such oversteer that he had to slow down.

Piquet's BMW was yet another disaster for the reigning world champion: the engine blew for the umpteenth time and the resulting fire was again spectacular. As for Williams, Rosberg will be pleased to have saved a point from a car that was handling miserably, while Laffite will be disappointed to have finished two places down.

Among others who deserve mention are: Boutsen, who might have thought he could catch up to de Cesaris, but who lost out when his engine gave up under a twist of the boost; Ghinzani, who finally finished a race for Osella; and the sufferings of Alfa, where both Cheever's and Patrese's engines blew. But the day belonged to Lauda and Tambay: the former because he confirmed his rejuvenation and McLaren's superiority with the TAG/Porsche engines; the latter because he finally made it to the podium, after richly deserving to do so in a long season of frustration.

SUNDAY : NIKI LAUDA'S 21ST VICTORY. UNDOUBTEDLY IT WAS ONE OF THE BEST

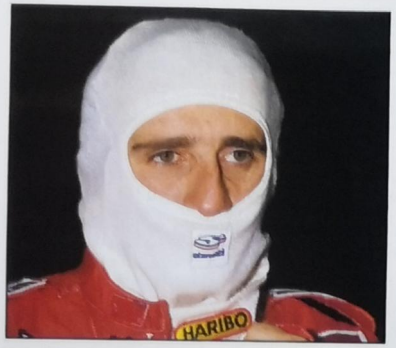


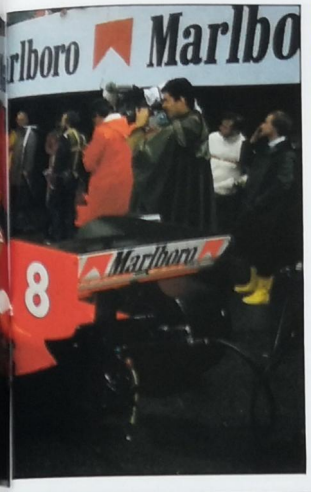
SUPREMACY

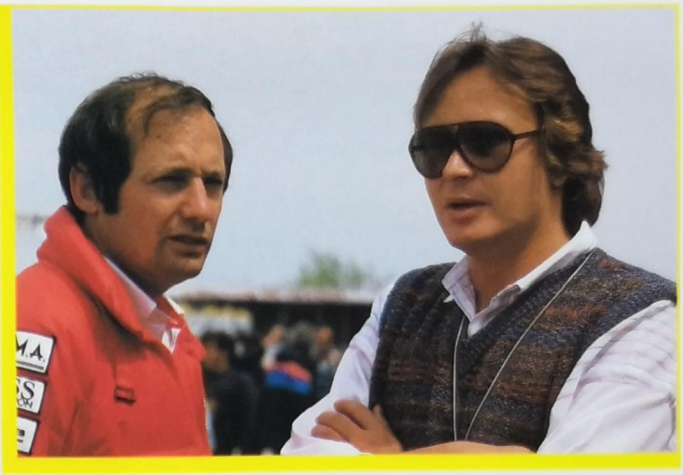
"It would really be a shame for you if an Austrian driver were to win the French Grand Prix." Niki Lauda, chatting with Pierre Blanche on the morning of the race, was in an extraordinarily good humour. The man from Michelin, adopting the same cheerful tone of voice, replied that in that case, Prost would win at Zeltweg. "No way", came the response, this time in a voice firm with conviction, from the man with the broken ear.

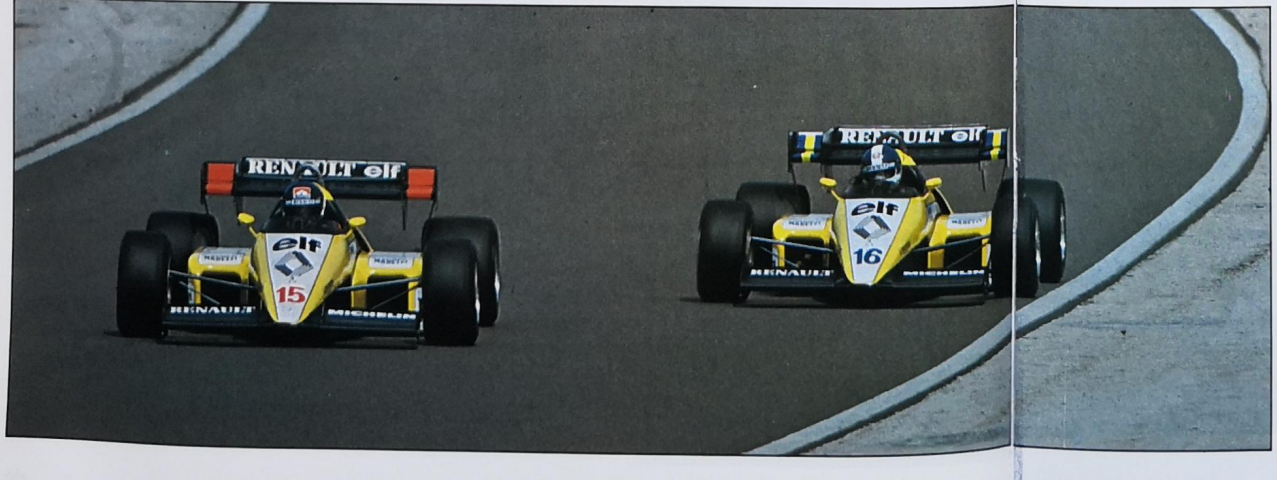
His prediction was fulfilled, with the necessary nudge from fate which saw his team-mate stopped on two separate occasions. The small man with the big nose - left photograph - never stopped trying, but was rewarded with only a fastest race lap for his efforts. The twice world champion's No.8 McLaren-TAG had only the Renault of Patrick Tambay as a serious challenger.

24 points for Alain, 18 for Niki, the future is both rosy and grey at McLaren International. Unless care is taken, a fight for supremacy among the team-mates could develop. Is that the reason why Ron Dennis and Mansour Ojjeh - photograph top right - look so worried? (Photos DPPI and Bernard Asset)









SAVING ENERGY

Accused of being too thirsty with their petrol during races, the Renault EF4 engines ran the risk, according to Gérard Larrousse, of not making it to the finish at Dijon. Fortunately, such did not prove to be the case and the fuel shortages seen at Imola were little more than unpleasant memories the night after the French Grand Prix. The Renault RE50s - on the left - of Patrick Tambay (no.15) and Derek Warwick (no.16) nonetheless suffered very different fates during the race. Second place for the Frenchman, who had been having so many problems in the previous Grands Prix; and a tangle which put him off the track for the Englishman, who had so far been spared the unfortunate consequences of bad luck.

For Lotus, top right, as for Ligier, bottom right, there was rejoicing at the fact their engines would from now on use only American Garrett turbochargers. Elio de Angelis (no.11), who was consistently among the fastest in the wet, finished 5th, behind Nigel Mansell but well in front of Andrea de Cesaris whose Ligier was not performing as well as it might have and who finished 10th. As for François Hesnault (no.25), history will remember his sacrifice, supposedly voluntary. (Photos Bernard Asset)

TAG PO1 Engine (DPPI)

FOUR WINS IN FIVE RACES AND A BIRDLIKE APPETITE. TAG TAKES MCLAREN TO THE TOP

Lauda/No.8, Prost/No.7, Arnoux/No.28, Cheever/No.23 (DPPI)

WELL BUNCHED IN THE SUNSHINE OF PRACTICE. HEWING TO YOUR LINE IS THE WAY TO SCORE POINTS

Nelson Piquet/Brabham BT53-BMW (DPPI)

POOR NELSON. ONE YEAR FOLLOWS ANOTHER, BUT NOT QUITE THE SAME WAY. HE HAS YET TO FINISH A RACE

Patrick Tambay/Renault RE50 (Roberto Carrer)

AN OIL PIPE GIVES WAY, A TURBO CATCHES FIRE. NO PROBLEM. TAMBAY IS ON POLE

Gutes TAG, Mz. Ojjeh!

The ancient mariner - Guy Ligier

Jarier: "At least my fire extinguisher is topped up."

DIJON

"To Caroline, GPI ad-girl extraordinary. Niki."

Too much of a good thing?

E X T R A

Niki Lauda (photo B. Asset)

THE TWO MEN IN THE WET RED OVERALLS HAD BEEN GLAD TO GET BACK TO THE WARMTH OF THE MARLBORO UNIT AFTER SATURDAY MORNING'S SOAKING WET

un official 90-minute practice session. Niki Lauda looked as though he was thinking about a second sudden retirement from racing, and neither he nor Alain Prost had bothered to complete a single flying lap in these appalling conditions.

When the time sheets arrived there was some good-humoured banter over the average speeds of their fastest "laps," listed as 7.04 mph for Lauda and 6.30 mph for Prost. *"Hmmmmph,"* growled Niki, *"well in front of the Frenchman for once."*

You don't see it on the surface, and they don't admit in public that it exists, but there is more than just a normal rivalry between the Frenchman and the Austrian. After three years of setbacks with Renault, perhaps Prost is the hungrier of the two, and it would have given him inordinate pleasure to have given the Régie a drubbing here in Dijon. But Lauda by his sheer muteness indicates that a third world title is the only thing on his mind, apart (of course) from continuing to be the best-paid racing driver in the world. He wouldn't ever tell a journalist what he feels about Prost, but Nelson Piquet (who's as close as anyone can get to the Austrian) says that if Niki had a dart board at home in Ibiza, the face upon it would be Prost's, with its asymmetrical nose and curly hair.

The two men had been unimpressive in Friday's indecisive qualifying session, then much better in the warm-up on race morning. But once the race had started their red and white McLarens were in a class of their own. The only other car to get under 67 seconds for the tippy-toe roller-coaster of a circuit was the Renault of Tambay, desperate to recover prestige both for himself and the Régie on home ground.

But for Prost's two problems with a loose left front wheel, the battle might have been more tense, for they were running 2nd and 3rd, Prost in front, when number 7 McLaren ran wide on the heart-stopping loop which leads on to the straight and came into the pits.

It had been a tough, tiring weekend for the McLaren men long before the race started. The mechanics had already been up late on Friday night, changing engines. The Porsche engineers at Weissach had meanwhile built up two fresh engines (two equal number one drivers, remember) on Friday, and flown them into Dijon.

It was a bold move, decided upon after some intensive examination of the team's recent engine failures, but the trouble was not yet over for the McLaren mechanics. Prost's engine misfired when it was started in the garage at 11 pm on Saturday night, and by the time various fixes had been tried it was 4 o'clock on race day morning.

After the warm-up, in which he had been 4th fastest, Lauda made a rare prediction. *"Just watch me today,"* he said: *"I'm going to win. The car's balance is terrific, it doesn't change at all when the fuel goes down."*

The Austrian trusts no one, not even his own team, and he was suspicious when the lap (number 35) came and went for his scheduled tyre stop. He need not have worried, for Dennis and his engineers had monitored Prost's tyres when he stopped for the first time.

Indeed, Prost would have preferred to have won, and he was downcast when the French TV interviewed him. As usual, he said there had been no prearranged race tactics between him and Lauda.

And the whole Marlboro McLaren TAG Porsche outfit maintains silence when you raise the subject of which one will get the winning nod when the time comes.

Ron Dennis certainly isn't about to make a decision. *"If we find ourselves in the fortunate position of being able to win the championship, John Barnard, the drivers and I will discuss it then. For the time being we expect Niki and Alain to drive intelligently, that's all. In the event that one car runs out of fuel in a race, or that one of the drivers induces the other to make an error, then maybe that policy will change."* But Dennis doesn't expect to be making any decisions like that for a long time to come.

Meanwhile, the odds between Lauda and Prost have narrowed. And Niki is well aware that one victory will put him ahead of Jackie Stewart at the list of all-time points scorers in the 34 years of the world championship. Onward, then, to Monaco.

Mike Doodson

SOMETHING FOR NOTHING

HE STRIDES THROUGH THE PITS WITH A HEAVY GAIT. A FISHERMAN'S CAP PERCHED ON HIS HEAD, AN UNCERTAIN SHAVE, HE LOOKS LIKE YOUR TYPICAL MAN

from Brittany. These are hard days for Guy Ligier. Yesterday, he lost his temper with a crowd of press vultures waving microphones at him. He shouted 'Vive la France', physically collared Bernie Ecclestone, and mounted a brief but choleric attack on the car Renault had lent François Chambelland, director of the circuit at Dijon. The car survived. All this because the marshalls had discovered that the fire extinguisher in Andrea De Cesaris' car was empty. An involuntary oversight, no doubt, but one whose gravity could hardly be contested.

There were less than ten minutes left in qualifying when Guy came through the door of the Race Director's office. A driving rain was inundating the valleys all around the Prenois circuit that Saturday afternoon. Andrea was not qualified. He needed at least ten seconds. So, the man with the monkish haircut went in and, in all good faith, announced that Hesnault would forfeit the race. Which left only 26 cars to start, all of which would be qualified. The Italian gladiator with the face full of nervous twitches would be on the starting grid, although at the very back. He has the status of number one driver. Which gives him certain privileges, undeniable ones. Returning to the Ligier pits, there was a flurry of questions for Guy Ligier who seemed to have only stock answers:

"François Hesnault offered to give up his drive. He is a super guy. What he's doing in fabulous." Some doubtful looks spread among the assembled multitudes. Is the former rugbyman not going at it a bit too strong in trying to explain a decision which, at the end of the day, is nothing more than elementary logic? There exists a precarious balance in the "Vichysoisse" team, and it is his responsibility to try to obtain good results. In his eyes, good results will come from Andrea, and even before the end of the final qualifying session his mind is made up. Hesnault is informed that for him, the race weekend ends at two o'clock on Saturday afternoon. Thrust into an uncomfortable situation, the French driver blurts out a few contradictory statements before adopting a definite attitude about it all.

"My decision came after a lot of thinking and a man to man conversation with Guy Ligier. He had told me in advance that whatever I decided to do, he would understand. And yet declaring a forfeit was the only thing I could do. I am terribly disappointed not to be driving in the race but François Guiter, from Elf, assured me that I was doing the right thing. He added that I should consider myself as master of my own fate but then added that my withdrawal would prove to be a valuable investment."

Second fastest in the pouring rain on Saturday morning, François had set his sights on making an impression in the afternoon session. Not to prove that Guy Ligier had backed the wrong man, but to satisfy his inner, combative spirit:

"It was raining. Dijon is one of the few Grand Prix circuits that I know. Last year, I won here in Formula 3 with David Pryce's Ralt. Also in the wet. My aim was simple. Be in front of Andrea on a wet track and on a fast line. Two things he's good at. It was up to him to justify his place as number one driver and his salary. There were no bad feelings, no desire for vengeance on my part. I went out onto the track with a clear conscience. And won my gamble. Third fastest behind the two Lotuses and ahead of Andrea. Those who saw him driving told me that he wasn't going easy on himself or on his car. He was going up onto the kerbs. Actually, he had no choice. In his position, it's imperative that he be in front. As for me, I'm here to learn, as quickly as possible and avoid making errors. My only real mistake has been at Zolder. But Andrea managed to reassure me in spite of himself, by making a similar one the next day. Guy Ligier seems happy with what I have accomplished. In untimed qualifying, I'm often more than a second off Andrea's time but I'm always the one with the full tank of petrol. That represents about 180 kilos of difference."

Andrea De Cesaris (photo DPPI)

Before going off with his characteristic long and relaxed step, François Hesnault added: *"On paper, Andrea is more qualified than I am to guarantee that Guy Ligier will get a good result in the French Grand Prix. It's up to him to confirm that by making it to the end and finishing in the points."*

No one is expected to do the impossible. De Cesaris brought his Renault powered JS23 to tenth place: *"Problems with shock absorbers on the rear,"* he said after the finish in something of a monotone. *"The car was jumping a lot and oversteering. I started out with fairly low turbo pressure, I turned it up a bit after ten laps to get away from the Tyrrells and then, twenty laps from the end, I reduced it altogether."*

As for the man with the look of a fisherman, he had the last word: *"For a tenth place, it would have been better to let Hesnault go out."* Ligier had done something for nothing. Which can be a mistake.

Didier Braillon

FROM THE ASHES

IT WAS A WEEK IN WHICH RENAULT PUT ITS FOOT IN ITS MOUTH. FOR PATRICK, IT HAD BEEN A SEASON OF THE SORT A TOP DRIVER DREADS: A MAJOR MOVE AND nothing to show for it but a lot of missed opportunities. In Dijon, he bears a charmed life: on Friday he wins pole position; on Saturday the flood-gates open and he preserves it; on Sunday he makes a fine start, fights off spirited challenges, leads the race and is only outstripped by a Lauda in the finest form. Second is more than a consolation. It's the rehabilitation of the man; the gentleman remains what he's always been, generous to his rivals. *"Lauda,"* Patrick says, *"was superb. It's ten years now we know he's one of the greats and now it's a rejuvenated Lauda we face. He's got a younger man alongside him and it's done something for him."*

But first, let's speak of his joy. Iced water in front of him, the crowd pressing against the fencing by the Elf Motor Home, and finally those chants so dear to a driver's heart, Tam-BAY, Tam-BAY! *"I've done a lot of flirting with first place this year — Brazil, Kyalami — and with second. So second? Yes, it's thoroughly satisfying."* What else can he say?

During the race, he admits, he was more than a little handicapped by his brakes. *"I did not have very much in the way of slowing down, I had a long pedal and the brakes were very different at different points on the circuit. At the beginning of the race I had to put in a lot of effort to stay in front of Prost; I was trying to get the most out of the car and I must have done a little damage to the brakes."*

His brakes, in fact, were to cost him his lead a first time. He was entering the double left-hander at the top of the hill when he went a little sideways: *"I made a little mistake, the brake pedal was long and in trying to recover, I went up on the kerb."*

Soon after, he makes a good pit stop to change his tyres. When Lauda makes his pit stop on lap 54, does Patrick smell victory? *"I was thinking of nothing else,"* says Patrick. *"I had something over ten seconds' edge on Niki, the car was on fresh tyres and well balanced again, my Michelins were very good, I gave it all I could. I get up to twelve seconds and then Lauda starts nibbling away at me. I ran into a lot of traffic — it was a hard day that way — and he did me in on the straight. There was by then nothing I could do about it. I couldn't contain him."*

His team-mate, Derek Warwick, meanwhile had had his own share of troubles. His car was, he said, *"a pig"*, the worst Renault he had driven so far; and, for some reason incomprehensible to Derek, not handling anything like as well as Tambay's. On lap 53, he came up against nemesis while he was still running a brave but troubled fourth. Nemesis in the shape of Nigel Mansell. Surer is ahead of both of them, about to take the left-hander, when Surer suddenly sees Mansell coming up the inside. Mansell brakes very hard and Surer has to twitch inwards. Warwick goes into Surer and from Surer into the catch fencing. Derek broke his front suspension and the shock absorbers and springs came through into the cockpit: fortunately doing nothing worse than badly bruising a leg.

However far back they may be, thoughts of the championship never really leave drivers of Patrick's rank: *I think I may still have a role to play,"* he says amiably. *"What concerns me and must concern Renault, are those McLarens. At the beginning of the season, alright, one thinks maybe it's just a fluke. But now?"*

On the subject of fuel consumption, which was what had been making the talk of the circuit this week, Patrick was fairly quiet. This, at a moment when up in the tower we are getting the first, unofficial results from FISA about how much fuel is left in the various cars. And there we read, Renault 21 Litres. *Formidable!*

Keith Botsford

Patrick Tambay (photo B. Asset)

E X T R A

HARD WORK REWARDED

TWENTY PAST FOUR ON SUNDAY AFTERNOON IN THE LOTUS MOTOR HOME AND NIGEL MANSELL IS GETTING HIS BREATH BACK. SINCE THE LAST NOTES OF the Austrian national anthem died away he's only had one problem. How to escape from the crowds around the podium. How to find a few moments alone, to be calm, to savour his first points from a season that has taken a long time to make him smile. But the calm does not last. The British press are already banging on the door, asking their questions. Just time to swig the mineral water and then it's time to describe his race. He looked tired. But not as tired as Rosberg who seemed shattered after the race. Mansell, however, finds new strength from the satisfaction of coming home third. *"I made a good start. I took the left hand side of the track which was free and had a go at Piquet into the braking area at the end of the straight."* Sixth on the grid and third at the end of the first lap behind Tambay and team-mate De Angelis. A good start indeed. *"I tried to get by Elio right from the start but he wasn't inclined to let me through..."* Without tyre problems there's no doubt that Mansell could have kept up a better rhythm: *"My tyres lost a lot of grip. Worse still the right rear — which does all the work at Dijon — went off very quickly."* A brief stop for new tyres and Mansell quickly reclaimed his third place on lap 39, holding it to the finish. A satisfying result after a hard day's work. *"Dijon is a very exacting circuit. The track is narrow and there are very few places to overtake easily. Apart from those few places you need to tread carefully. Passing is a risky move at Dijon."*

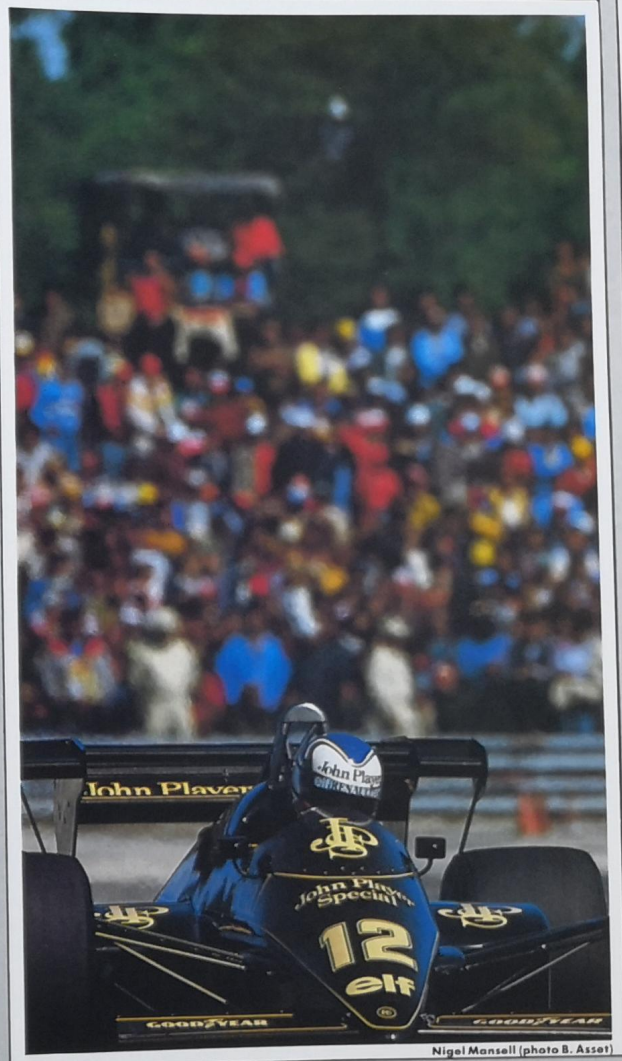
He remembers vividly the collision between Surer and Warwick. *"I was right with Derek on the approach to the double left-hander at La Bretelle. We'd caught up with Surer and were lapping him. I took him in the braking area but he collided with the Renault right next to me."*

A place on the Dijon podium marks a turning point for Mansell. It's been an unhappy season until now. *"The whole team has worked hard for this. The cars are now truly competitive."* The speedtrap at the end of the main straight is proof of that. Both cars are now equipped with the Garrett turbochargers — not just one as has been the case until now. Renault power has given the Lotus a top speed at Dijon of 290kph — a speed equalled only by McLaren. But it was the handling of the black and gold cars that played the biggest part in the team's success in France. Mansell felt comfortably quick in fast, open corners as well as in the tighter ones — both on qualifiers and on race tyres the car felt excellent: Sunday's result also reflects the hard work and dedication of the driver. Both in the dry on Friday and in the wet on Saturday Nigel put in performances that have re-established his position alongside his Italian team-mate.

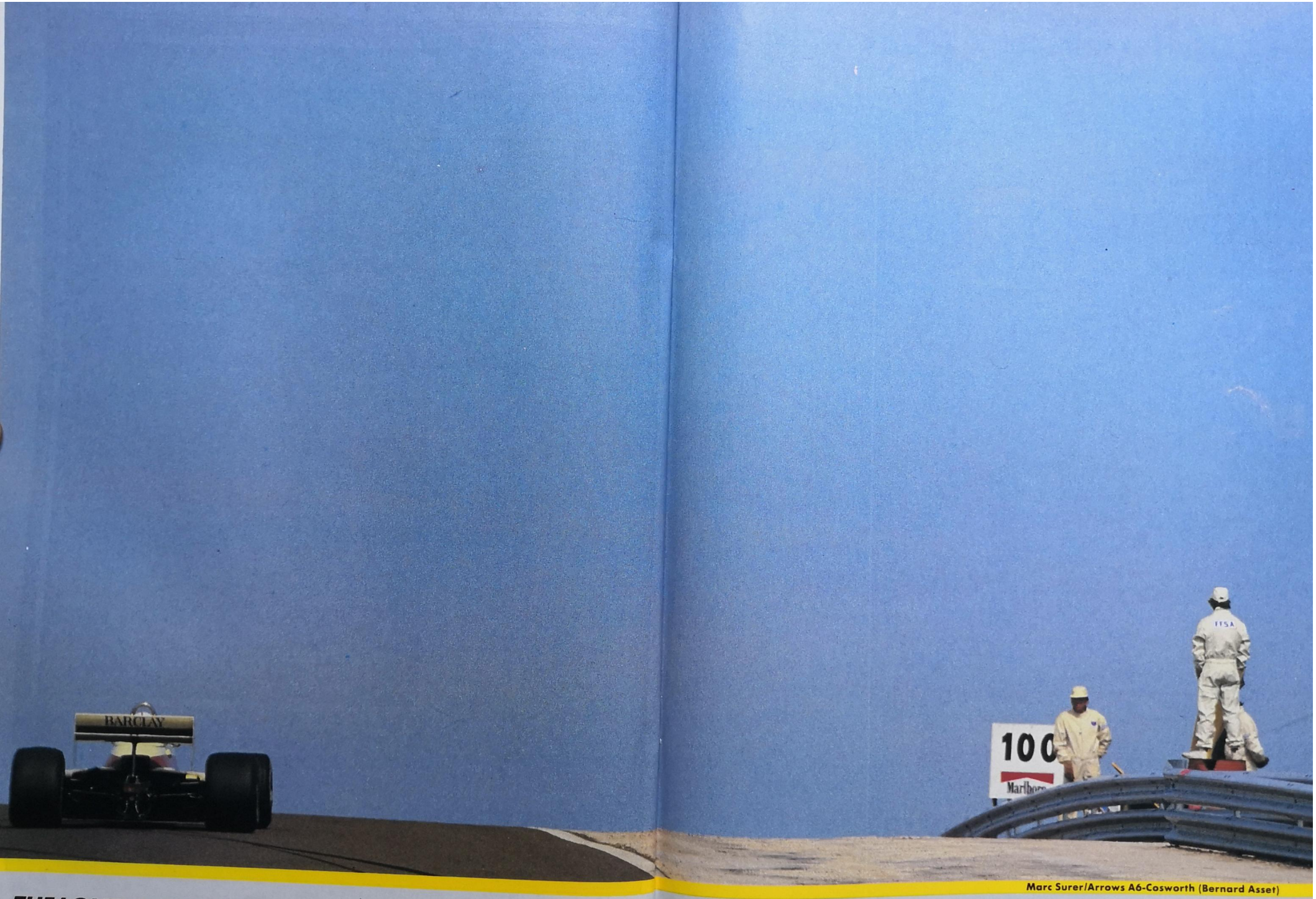
Third in France puts him ninth in the championship with four points and De Angelis fifth on twelve points. Nigel looks forward to the rest of the season with some optimism: *"The circuits so far this year have not been my favourites. So... we'll see what happens from here onwards."* The Lotus driver left Dijon with renewed confidence.

And, Monaco is known to be a Mansell favourite.

Vincent Rozel



Nigel Mansell (photo B. Asset)



Marc Surer/Arrows A6-Cosworth (Bernard Asset)

THE LONELINESS OF THE COSWORTH ENGINES. THE UPHILL AFTER THE PARABOLIQUE PROVES A HANDICAP.

Arrows A7-BMW (DPPI)

ONCE THE RAINS CAME, THE ESSENTIAL THING WAS TO STAY DRY AND GET ON WITH IT.

Patrick Tambay/Renault RE50 (Bernard Asset)

100,000 BRAVED THE TRAFFIC JAMS. UNDECIDED BETWEEN LOCAL HEROES PROST AND TAMBAY.

Andrea De Cesaris (DPPI)

HIS EXTINGUISHER WAS EMPTY. IT TOOK EXTRAORDINARY MANEUVERING TO GET ANDREA BACK ON THE GRID.

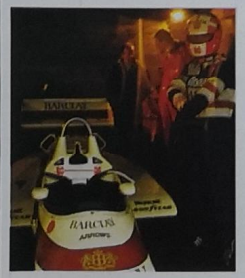
ALFA ROMEO EURORACING

22. ALFA ROMEO BENETTON/ALFA ROMEO 184T/02:
Riccardo Patrese (I)
16th in qualifying, DNF in race.
23. ALFA ROMEO BENETTON/ALFA ROMEO 184T/03:
Eddie Cheever (USA)
17th in qualifying, DNF in race.
T. ALFA ROMEO BENETTON/ALFA ROMEO 184T/01.

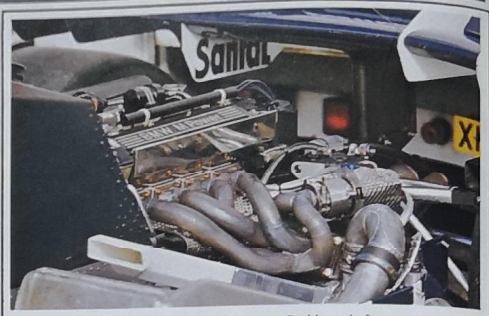
The sidepods on the 184T are eight centimetres longer since Imola, allowing bigger radiators. This layout, tested a week before Dijon at the Fiat wind tunnel in Orbassano, improves both the car's aerodynamics and engine cooling. Alfa also used new rear wings, the central section comprising five flaps. The exhaust pipes, which used to be straight, are now slightly curved at the ends towards the centre of the car. Cheever blew an engine while on his second set of qualifiers on Friday afternoon. His Alfa Romeo was fitted with a new engine after the warm-up on race day. The fourth chassis should be ready for Montreal.
Engine: 1500 cc V8 890T Alfa Romeo, with double Avio turbocharger. Tyres: Goodyear.

ARROWS-BMW & COSWORTH

17. BARCLAY TEAM ARROWS/ARROWS-COSWORTH A6/4:
Marc Surer (CH)
20th in qualifying, DNF in race.
18. BARCLAY TEAM ARROWS/ARROWS-BMW A7/2:
Thierry Boutsen (B)
15th in qualifying, 11th in race.
T. BARCLAY TEAM ARROWS/ARROWS-BMW A7/1.



Following the team custom of alternating the BMW car between the drivers it was Boutsen's turn to have the turbo while Surer drove the Cosworth car. For Dijon there was no spare Cosworth car for Surer and the new rear suspension wasn't ready for the A7 turbo car. The team made do with modifications to the geometry in an attempt to cure their main problem which is getting a balance in the tyre temperatures. The rear tyres are blistering much faster than the fronts. The A7 is seven kilos heavier and has a new rear wing layout. The team wanted to try the car without rear bodywork but were prevented from doing so by the rain on Saturday. The experiment, they hoped, would show the bodywork's effect on the airflow across the new wing. For Monaco the rear bodywork will be modified and the new rear suspension will undoubtedly be ready.
Engines: 1500 cc 4 in-line BMW M12/13, with single KKK turbocharger or normally aspirated 3000 cc V8 Cosworth DFV. Tyres: Goodyear.



BRABHAM-BMW

1. BRABHAM MOTOR RACING DEVELOPMENTS/BRABHAM-BMW BT53/5: Nelson Piquet (BR)
3rd in qualifying, DNF race.
2. BRABHAM MOTOR RACING DEVELOPMENTS/BRABHAM-BMW BT53/2: Téo Fabi (I)
18th in qualifying.9th in race
T. BRABHAM MOTOR RACING DEVELOPMENTS/BRABHAM-BMW BT53/3.

The much modified BT53, which was tested at Snetterton before the Belgian Grand Prix and briefly described in the cockpits section of our last issue, was not present at Dijon. Its programme of development has been stopped so that the team can concentrate on finding the causes for the incredible number of broken engines they have suffered since the beginning of the season. Brabham, in fact, went to Nogaro before coming to Dijon in order to further test their reliability. The three BT53s have not been modified in any way since last seen at Imola. They were equipped with carbon fibre brake discs on Friday and stayed with those in the rain on Saturday.
Friday afternoon Fabi, who had broken a turbo on his car, qualified in Piquet's car towards the end of the session. Saturday noon, the team was changing the engines of both race cars, and only Piquet was able to finish the last timed qualifying session, using the spare car.
1500 cc 4 in-line BMW M12/12 engine, single KKK turbo, Michelin tyres.

ATS-BMW

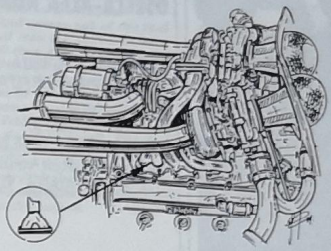
14. ATS WHEELS/ATS-BMW D7/1: Manfred Winkelhock (D)
8th in qualifying, DNF in race.
T. ATS WHEELS/ATS-BMW D6/3.

The D7 has been lightened by several kilos thanks to the use of aluminium and light alloy instead of steel. The large caliper brakes which gave Winkelhock so much trouble at Zolder and Imola have been scrapped. Gunter Schmid decided to go back to the simple single caliper type used last year and Winkelhock confirmed the wisdom of the decision in Friday's qualifying. Three different types of turbo can be used with the BMW on the ATS - one of which is totally new. For a brief moment on Friday afternoon Winkelhock was on pole but he blew an engine while on his second set of qualifiers.
Engine: 1500cc 4 in-line BMW M12/13 with single KKK turbocharger. Tyres: Pirelli.

SCUDERIA FERRARI

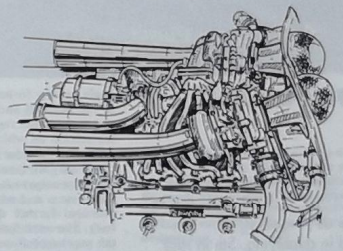
27. SCUDERIA FERRARI/FERRARI 126 C4/074: Michele Alboreto (I)
10th in qualifying, DNF in race.
28. SCUDERIA FERRARI/FERRARI 126 C4/073: René Arnoux (F)
11th in qualifying, 4th in race.
T. SCUDERIA FERRARI/FERRARI 126 C4/072 (Alboreto) and 126 C4/071 (Arnoux).

The latest chassis 073 and 074 both used modified suspension layouts. At the front the wishbones have been attached to the tub using new castings. The track stays the same. This layout increases the number of possible settings whereas at the back of the car the opposite has been done. Here the wishbones have been lengthened by four centimetres and this limits possible settings. These modifications were first tried in private testing both at Dijon and Fiorano.
On Friday Alboreto had the new exhaust system while Arnoux stuck to the old. It became clear almost immediately that there was a difference in speed between the two cars of something like 15 kph and the spare C4/072 was fitted with Renault type gearbox streamlining fins. Like C4/071 the car was fitted with steel discs while 073 and 074 used carbon fibre. On Saturday Alboreto stayed with the new exhaust system while 073 and 074 were fitted with steel discs in the morning. In the afternoon session both cars had the streamlining tried on C4/072 the previous day. On Sunday it was Arnoux' turn to try the new exhaust system. The streamlining and steel discs were kept for the race.
Engine: 1500cc V6 126C Ferrari, with double KKK turbochargers. Tyres: Goodyear.

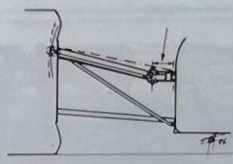


Classical exhaust system: *Two outlets, (one per valve) at the base of the unit for each of the three cylinders in a row, closely joined, to a single connecting pipe.*

Modified exhaust system: ***Two outlets (one per valve) at the base of the unit for each of the three cylinders in a row. They are extended to reach the KKK turbo, and placed above the opposite row of cylinders by totally independent pipes. The system broke down on Alboreto's 126 C4 at Imola, but it achieves more power at low revs and reduces throttle lag in the turbo charging system.***



New front suspension on the 126 C4.
On this frontal view of the half-shaft, we show the difference between the old and new suspension. The anchoring point of the upper wishbone is 45mm off centre compared with the original version. It is attached by a new casting and the shortened wishbone is now more sharply angled meaning that camber changes can be made more precisely.



LIGIER-RENAULT

25. LIGIER-LOTO/LIGIER-RENAULT JS23/02: François Hesnault (F)
14th in qualifying, DNS in race.
26. LIGIER-LOTO/LIGIER-RENAULT JS23/04: Andrea de Cesaris (I)
27th in qualifying, 10th in race.
T. LIGIER-LOTO/LIGIER-RENAULT JS23/01.

The Ligier team now have American Garrett turbochargers on their Renault engines. Up until Imola, there had been a mixture, one car using a Garrett and the other a KKK. De Cesaris and Hesnault both had new rear wings, the lateral appendages enclosing two flaps as on the Lotus. However they are fitted differently, being placed on top at Lotus and in a jagged fashion on the Ligiers. The forward flap is slightly slanted towards the rear.
On Friday afternoon, Hesnault tangled with Patrese and went through three rows of catch fencing. At the end of the practice session, De Cesaris' JS23 was checked by the scrutineers who discovered an empty fire extinguisher. The Italian dirver's time was disqualified and the next day he had to qualify in the pouring rain. Ligier then decided to withdraw Hesnault's car so that de Cesaris could race in his place. Throughout Saturday, the Ligiers seemed to be extremely quick in the wet conditions. In the afternoon, Hesnault stopped with a broken gearbox.
Engine: 1500cc V6 RF4 Renault with dougle Garrett turbo-charger. Tyres: Michelin.

LOTUS-RENAULT

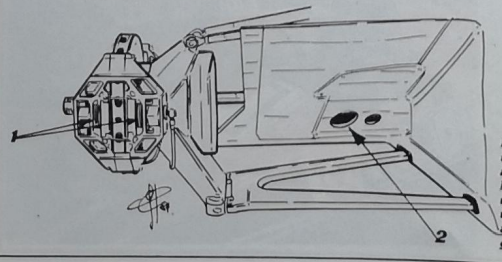
11. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/03: Elio de Angelis (I)
2nd in qualifying, 5th in race.
12. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/02: Nigel Mansell (GB)
6th in qualifying, 3rd in race.
T. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/04.

From now on all three cars will use the American Garrett turbos on the Renault engines. Up until Imola there was a mixture — one car with a Garrett, one with KKK. The spare car, 95T/04, is a new chassis. The right angle usually formed by the bottom of the sidepods and the underside of the car has been replaced by a bevelled section on which is suspended a horizontal deflector running the length of the car. All three cars have modified suspension to make best use of the radial tyres and rear bodywork fins provided further downforce at the back. The small forward wing linking the rear aerofoil arrangement above the engine normally created downforce but now creates lift — thus improving the air flow over the wings further back on the car.
On Friday the cars again used the fuel heating system seen at Imola — a device designed to prevent ice forming and blocking the fuel pump. But on Saturday the small radiator and electric current system had been replaced by a new and totally enclosed method using the engine's hot water. On Friday afternoon Mansell spun while on his second set of qualifying tyres. His engine was changed for the race following the warm-up.
Engine: 1500cc V6 EF4 Renault, with double Garrett turbos. Tyres: Goodyear.

OSELLA-ALFA ROMEO

24. KELEMATA OSELLA SQUADRA CORSE/OSELLA-ALFA ROMEO FA1F/2: Piercarlo Ghinzani (I)
26th in qualifying, 13th in race.
T. KELEMATA OSELLA SQUADRA CORSE/OSELLA-ALFA ROMEO FA1/2.

The T car is an antedeluvian FA1E using a normally-aspirated V8 Alfa Romeo engine with which the Austrian Jo Gartner miraculously managed to qualify at Imola. Ghinzani's FA1F was fitted with a rear wing plus appendages and the central part had four flaps as at Imola. However these flaps are now a completely different shape. The front wings have also been redesigned, and the nose has been shortened. All these modifications were tested in Fiat's wind tunnel at Orbassano. For Dijon a fully profiled fairing covering the gearbox "à la Renault" was used. As a result, the exhausts were the new "high" models seen at Zolder, coming above the upper wishbones. In the lower position, as at the start of the season at Imola they passed under the half shaft and would have touched the new fairing. On Friday, Ghinzani had ignition problems and as he only completed three laps, he was provisionally a non-qualifier. When de Cesaris was disqualified and Hesnault agreed to forfeit his place on the grid, Ghinzani was finally able to take part in the race.
Engine: 1500cc V8 890T Alfa Romeo with double Avia turbocharger. Tyres: Pirelli.



Detail of the rear end of the MP4/2 using SEP carbon fibre disc brakes and single piston calipers made by McLaren. The system has been used since Zolder. (2) We can see the large outlet of the exhaust pipe and the small outlet of the waste gate, through the lower bodywork.

MCLAREN-TAG

7. MARLBORO MCLAREN INTERNATIONAL/MCLAREN-TAG MP4/2-2: Alain Prost (F)
5th in qualifying, 7th in race.
8. MARLBORO MCLAREN INTERNATIONAL/MCLAREN-TAG MP4/2-3: Niki Lauda (A)
9th in qualifying, 1st in race.
T. MARLBORO MCLAREN INTERNATIONAL/MCLAREN-TAG MP4/2-1.

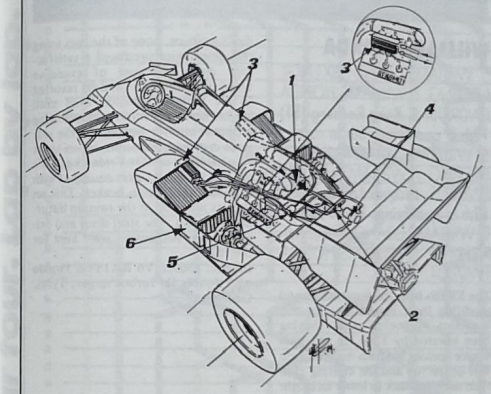
Prost won at Imola in the spare car MP4/2-1, his usual race car suffering from constant problems and engine management faults. The cause was eventually traced to a problem between the chassis and the electrical system. For Dijon Prost was back in his own car. All three cars were equipped with McLaren-made calipers for their SEP carbon fibre discs on Friday and they kept them for the wet session on Saturday and on raceday. Both Prost and Lauda had engines blow up on Friday afternoon while on their second set of qualifiers.
Engine: 1500cc TAG P01 V6, with double KKK turbochargers. Tyres: Michelin.

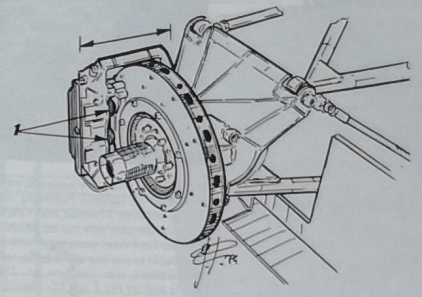
RENAULT SPORT

15. RENAULT-ELF/RENAULT RE50/05: Patrick Tambay (F)
1st in qualifying, 2nd in race.
16. RENAULT-ELF/RENAULT RE50/04: Derek Warwick (GB)
7th in qualifying, DNF in race.
T. RENAULT-ELF/RENAULT RE50/03.

Renault used an idea from Lotus and seen at Zolder, fitting the RE50/04 with a heating system designed to warm the cooled fuel before its injection into the engine during the race. This was to avoid the engine misfiring during the early laps as a result of excessive cooling. There is a small radiator in each sidepod for each cylinder bank. It draws its heat from the oil and water radiators on which it is mounted. The RE50/04 has been fitted with a new intercooler, the air from which is exchanged with the turbo charging air. It is larger than the previous units fitted at the beginning of the season. They had been tested at Paul Ricard during the winter. The turbo temperature has been lowered as a result, and that could mean lower fuel consumption. With this idea in mind, Elf have worked on a "lighter" kind of petrol, never used before.
As from Friday, both drivers said the engine was more powerful at low revs. The fuel consumption rate is expected to be 4-5 % lower. Warwick blew his turbo in the morning.
He qualified using the T car in the afternoon. Tambay took the pole in the afternoon but was soon forced to stop when an oil leak caused a small fire in the turbo. During that day's practice, the RE50/04 was the only car to have SEP carbon fibre brake discs which go with the large Renault calipers. During Saturday's rain, the RE50/04 was back to using the original steel discs for the race. The fuel heating system had to be entirely changed, as a rule stipulates that no petrol is allowed outside the central part of the car. Bringing the fuel to be heated into the inner part of the sidepods is therefore illegal. Consequently, the small radiators were moved to above the engine and heated electrically.
Engine: 1500cc V6 EF4 Renault with double Garrett turbocharger. Tyres: Michelin.

Heating system for cooled fuel during race on the RE50s. The petrol comes out of the fuel tank and into (1), drawn in by a pump. It then goes to a T-shaped connector (2) before being driven to the two radiators used to heat it. They can be seen in (3). On Friday, they were placed in the side pods and on Friday and Saturday above the engine (see inset). The fuel then returns back over its tracks until it gets to the temperature regulator (4) it then goes through the fuel pump filter (5) and is injected into the engine.





Detail of the SEP carbon fibre disc brakes and their wide double piston calipers (1) which are made by Renault. The width of the calipers, yet to be used in a race, makes the fitting of modified Speedline rims obligatory.

RAM-HART

9. SKOAL BANDIT AUTOMOTIVE/RAM-HART 02/1: Philippe Alliot (F)
23rd in qualifying, DNF in race.
10. SKOAL BANDIT RAM AUTOMOTIVE/RAM-HART 02/2: Jonathan Palmer (GB)
22nd in qualifying, 14th in race.

The clumsy looking 02s were unchanged except for different turbo intercooling inlets and outlets as compared with Imola. The new bodywork originally planned for Monaco will not be ready until Montreal.
On Friday morning Alliot spun and touched another car causing slight suspension damage. He qualified during the afternoon session in Palmer's car after Jonathan had gone through two sets of qualifying tyres. Neither Palmer nor Alliot took part in the qualifying session in the rain which poured down on Saturday afternoon. On Sunday morning, Alliot's engine was changed after the warm-up.
Engine: 1500cc 4 in-line 415T Hart with single Holset turbocharger. Tyres: Pirelli.

SPIRIT-HART

21. SPIRIT RACING/SPIRIT-HART 101B/1: Mauro Baldi (I)
25th in qualifying, DNF in race.
SPIRIT RACING/SPIRIT-HART 101B/2.

There were no major changes on John Wickham and Gordon Coppuck's Spirit, except for a slightly different front wing. New front suspension has been designed but, due to lack of funds, it has not yet been made.
Mauro Baldi, who managed to keep his position in the team from Jean-Louis Schlesser, slightly damaged his car when he tangled with another driver on Friday afternoon while on qualifying tyres.
Engine: 1500cc 4 in-line 415T Hart with a single. Holset turbocharger. Tyres: Pirelli.

TOLEMAN-HART

19. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG 184/04: Ayrton Senna (BR) 13th in qualifying, DNF in race.
20. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG 184/03: Johnny Cecotto (YV) 19th in qualifying, DNF in race.
T. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG 184/01.

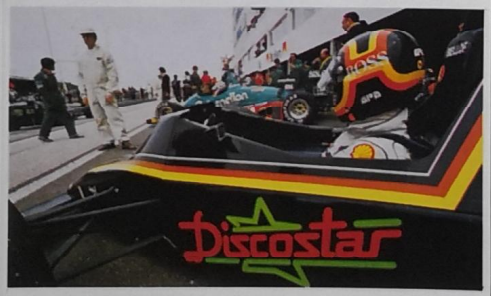
The steel brake discs are equipped with single Brembo calipers. Following the dispute between Toleman and Pirelli at Imola, the cars now run on Michelin tyres. On Friday morning, Cecotto was unable to put in a quick lap as the fuel pressure was too low on TG 184/03 and on the T car TG 184/01. These problems continued during Saturday's rainy practice. The Venezuelan driver failed to record a single lap time.
Engine: 1500cc 4 in-line 415T Hart ith single Holset turbocharger. Tyres: Michelin.

The TG 184s were waited for in vain at the Belgian and Italian Grands Prix after initial testing at Zolder, and as described in our 'Technique' column. The cooling system, which was inadequate previously, was modified by creating air outlets on the sidepods. These are designed to displace hot air which passes through the radiators.

TYRRELL-COSWORTH

3. TYRRELL RACING ORGANISATION/TYRRELL-COSWORTH 012/3: Martin Brundle (GB) 24th in qualifying, 12th in race.
4. TYRRELL RACING ORGANISATION / TYRRELL-COSWORTH 012/4: Stefan Bellof (D) 21st in qualifying, DNF in race.
T. TYRRELL RACING ORGANISATION / TYRRELL-COSWORTH 012/2.

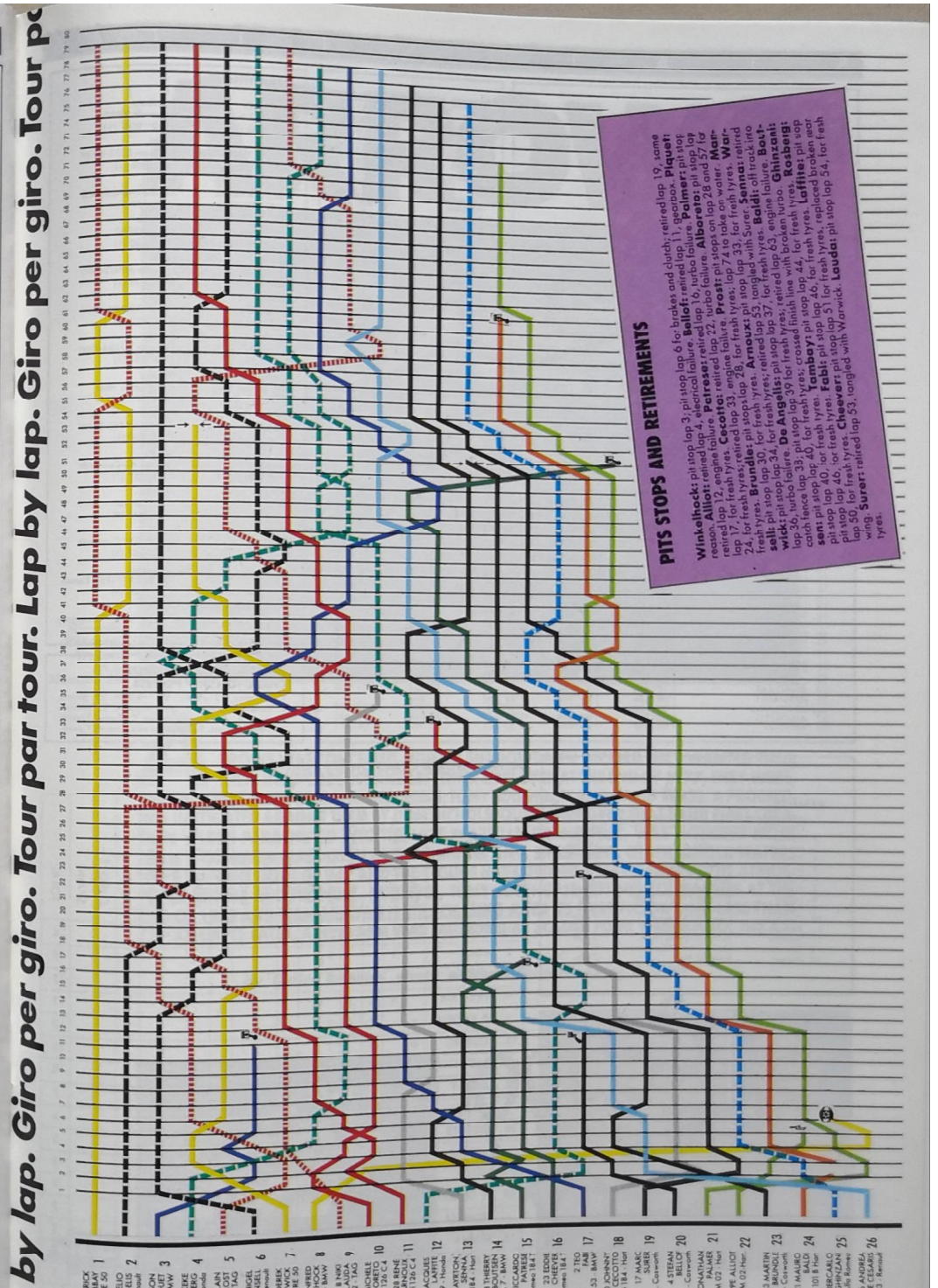
Bellof was using a brand new chassis, the 012/4, known to be lighter than the other 012s. The 012/1, which he used up until Imola, is now destined for the research and development department. The three 012s present were equipped with brake discs used in Formula 2, with no radial ventilation. The rear wing is conventional without any lateral appendages.
On Friday morning, Brundle went off the track in the rain and swept through a row of catch fencing without damaging his car.
Engine: Normally-aspirated 3000cc V8 Cosworth DFY. Tyres: Goodyear.



WILLIAMS-HONDA

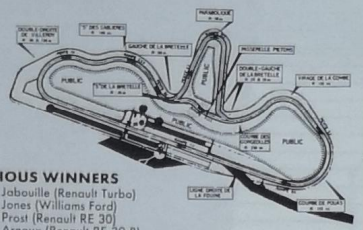
5. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW09/03: 5. Keke Rosberg (SF) 12th in qualifying, 6th in race.
6. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW09/05: Jacques Laffite (F) 12th in qualifying, 8th in race.
T. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW09/04.

The FW09s had new front wings and modified front suspension, the top wishbone anchoring points having been lowered by 3.5-4 cm. A small square opening has been made on each side of the tub and the steering rack then uses feedback to lower its height compared to ground level. During Friday's practice, none of the cars using this new device produced a satisfactory result. Because of excessive understeer FW09/03 and 05 resorted to the front suspension used until Imola. Both the FW09s were still using a double interior flux within the side pods created by assembling an inner flap half way up. On Friday Laffite's car and the T. car were equipped with carbon fibre Heatco brakes. This set up was not used in the rain on Saturday morning. The steel discs and original front suspension were kept for the race.
Engine: 1500cc V6 RA163-E Honda with double Ihi turbocharger. Tyres: Goodyear.


Lap by lap. Giro per giro. Tour par tour. Lap by lap. Giro per giro. Tour par tour.
PITS STOPS AND RETIREMENTS
Winkelhock: pit stop lap 3, pit stop lap 6 for brakes and clutch; retired lap 19, same reason. Alliot: retired lap 4. Patrese: retired lap 10, turbo failure. Bellof: retired lap 11, electrical failure. Palmer: pit stop lap 12, engine failure. Cecotto: retired lap 22. Prost: pit stops on lap 28 and 57 for fresh tyres. Cecotto: retired lap 33, engine failure. Senna: pit stop lap 28, for fresh tyres; retired lap 37, for fresh tyres. Warwick: pit stop lap 30, for fresh tyres; retired lap 39, engine failure. Arnoux: pit stop lap 34, for fresh tyres; retired lap 63, broken turbo. Ghinzani: lap 36, turbo failure. De Angelis: pit stop lap 39 for fresh tyres; retired lap 63, broken turbo. Rosberg: pit stop lap 40, for fresh tyres; crasse pit stop lap 44, for fresh tyres. Laffite: pit stop lap 40, for fresh tyres. Fabi: pit stop lap 51 for fresh tyres. Tambay: pit stop lap 46, for fresh tyres; replaced broken rear wing. Surer: retired lap 53, tangled with Warwick. Lauda: pit stop lap 54, for fresh tyres. Surer: pit stop lap 53, tangled with Senna. Baldi: off track into catch fence lap 33; for fresh tyres. Boutsen: pit stop lap 30, for fresh tyres. Balestre: pit stop lap 34, for fresh tyres; retired lap 63, engine failure. Boutsen: pit stop lap 38; for fresh tyres; crasse pit stop lap 44, for fresh tyres. Laffite: pit stop lap 40, for fresh tyres. Tambay: pit stop lap 46, for fresh tyres; replaced broken rear wing. Surer: retired lap 53, tangled with Warwick. Lauda: pit stop lap 54, for fresh tyres.
15 PATRICK TAMBAY Renault RE 50
11 ELIO DE ANGELIS Lotus 95 T - Renault
1 NELSON PIQUET Brabham BT 53 - BMW
6 KEKE ROSBERG Williams FW 09 - Honda
7 ALAIN PROST McLaren MP 4/2 - TAG
12 NIGEL MANSELL Lotus 95 T - Renault
16 DEREK WARWICK Renault RE 50
THIERRY BOUTSEN Arrows A7 - BMW
8 NIKI LAUDA McLaren MP 4/2 - TAG
27 MICHELE ALBORETO Ferrari 126 C4
28 RENE ARNOUX Ferrari 126 C4
5 JACQUES LAFFITE Williams FW 09 - Honda
19 AYRTON SENNA Toleman TG 184 - Hart
18 THIERRY BOUTSEN Arrows A7 - BMW
22 RICCARDO PATRESE Alfa Romeo 184T
23 EDDI CHEEVER Alfa Romeo 184T
2 TAG Brabham BT 53 - BMW
20 JOHNNY CECOTTO Toleman TG 184 - Hart
17 ALAN JONES Arrows A 6 - Cosworth
4 STEFAN BELLOF Tyrrell 012 - Cosworth
10 JONATHAN PALMER RAM 02 - Hart
9 PHILIPPE ALLIOT RAM 02 Hart
3 MARTIN BRUNDLE Tyrrell 012 - Cosworth
21 MAURO BALDI Spirit 101 B Hart
24 PIERCARLO GHINZANI Osella FA1F - Alfa Romeo
26 ANDREA DE CESARIS Ligier JS 27 - Renault

FRENCH GRAND PRIX

Date: May 20 1984
Circuit: Dijon.
Length: 3,800 km (2.361 miles)
Race distance: 79 laps or 300.200 km.
Weather: cloudy on Friday, rain all day Saturday, cloudy on Sunday.
Attendance: 100,000.



PREVIOUS WINNERS

1979: Jabouille (Renault Turbo)
1980: Jones (Williams Ford)
1981: Prost (Renault RE 30)
1982: Arnoux (Renault RE 30 B)
1983: Prost (Renault RE 40)

THEIR FASTEST RACE LAPS

Prost	1'05"257	(59)
Lauda	1'06"100	(59)
Tambay	1'06"876	(54)
Arnoux	1'06"286	(67)
Warwick	1'07"293	(51)
Mansell	1'07"448	(77)
Rosberg	1'07"490	(76)
Fabi	1'07"839	(61)
Laffite	1'07"861	(64)
Alboreto	1'08"400	(31)
De Angelis	1'08"608	(70)
Boutsen	1'09"177	(73)
Piquet	1'09"186	(11)
De Cesaris	1'09"779	(77)
Senna	1'10"100	(32)
Cheever	1'10"253	(42)
Brundle	1'10"471	(36)
Baldi	1'10"692	(41)
Cecotto	1'10"999	(21)
Patrese	1'11"047	(10)
Bellof	1'11"156	(10)
Ghinzani	1'11"179	(44)
Winkelhock	1'11"394	(05)
Surer	1'11"783	(25)
Alliot	1'13"476	(04)
Palmer	1'13"713	(31)

STARTING GRID

De Angelis Lotus 95T-Renault 1'02"336 (1)	**Tambay** **Renault RE50** **1'02"200 (1)**
Rosberg Williams FW09-Honda 1'02"908 (1)	Piquet Brabham BT53-BMW 1'02"806 (1)
Mansell Lotus 95T-Renault 1'03"200 (1)	Prost McLaren MP4/2-TAG 1'02"982 (1)
Winkelhock ATS D7-BMW 1'03"865 (1)	Warwick Renault RE50 1'03"540 (1)
Alboreto Ferrari 126 C4 1'04"459 (1)	Lauda McLaren MP4/2-TAG 1'04"419 (1)
Laffite Williams FW09-Honda 1'05"410 (1)	Arnoux Ferrari 126 C4 1'04"917 (1)
Boutsen Arrows A7-BMW 1'05"972 (1)	Senna Toleman TG184-Hart 1'05"744 (1)
Cheever Alfa Romeo 184T 1'06"281 (1)	Patrese Alfa Romeo 184T 1'06"172 (1)
Cecotto Toleman TG184-Hart 1'08"189 (1)	Fabi Brabham BT53-BMW 1'06"370 (1)
Bellof Tyrrell 012-Cosworth 1'08"608 (1)	Surer Arrows A6-Cosworth 1'08"457 (1)
Alliot RAM 02-Hart 1'09"447 (1)	Palmer RAM 02-Hart 1'09"047 (1)
Baldi Spirit 101B-Hart 1'09"629 (1)	Brundle Tyrrell 012-Cosworth 1'09"554 (1)
De Cesaris Ligier JS23-Renault 1'22"388 (2)	Ghinzani Osella FA1F-Alfa Romeo 1'11"625 (1)

Entry withdrawn
Hesnault/Ligier JS23-Renault, 1'05"850 (1), voluntary forfeit.

OFFICIAL QUALIFYING TIMES

	Untimed practice 1	Timed practice 1	Untimed practice 2	Timed practice 2	Warm-up Sunday
1. PIQUET	1'04"457	1'02"806	1'43"911	1'30"893	1'08"990
2. FABI	1'06"367	1'06"370	—	—	1'09"389
3. BRUNDLE	1'09"621	1'09"554	1'25"386	1'28"555	1'10"287
4. BELLOF	1'09"358	1'08"608	1'25"052	1'29"539	1'10"237
5. LAFFITE	1'06"861	1'05"410	—	1'27"917	1'08"846
6. ROSBERG	1'09"580	1'02"908	1'28"320	1'30"872	1'08"759
7. PROST	1'04"359	1'02"982	—	1'25"397	1'06"568
8. LAUDA	1'04"333	1'04"419	—	1'25"567	1'06"676
9. ALLIOT	1'10"418	1'09"447	1'33"145	—	1'14"218
10. PALMER	1'10"695	1'09"047	1'39"405	—	1'13"973
11. DE ANGELIS	1'04"089	1'02"336	1'22"228	1'20"859	1'08"420
12. MANSELL	1'04"307	1'03"200	1'24"558	1'20"061	1'08"020
14. WINKELHOCK	1'06"967	1'03"865	1'40"130	1'28"393	1'10"903
15. TAMBAY	1'05"114	1'02"200	1'51"583	1'24"855	1'06"531
16. WARWICK	1'05"900	1'03"540	1'43"679	1'23"363	1'09"040
17. SURER	1'08"938	1'08"457	1'27"638	1'26"943	1'10"942
18. BOUTSEN	1'08"038	1'05"972	1'30"052	1'25"252	1'10"773
19. SENNA	1'06"333	1'05"744	1'34"771	1'28"225	1'09"530
20. CECOTTO	—	1'08"189	—	1'31"359	1'11"792
21. BALDI	1'09"936	1'09"629	1'45"019	1'31"021	1'10"909
22. PATRESE	1'07"690	1'06"172	—	1'28"124	1'10"184
23. CHEEVER	1'07"277	1'06"281	1'34"639	1'23"770	1'10"411
24. GHINZANI	1'10"856	1'11"625	—	1'32"541	1'11"005
25. HESNAULT	1'08"426	1'05"850	1'23"762	1'22"272	—
26. DE CESARIS	1'06"104	1'04"137	1'27"301	1'22"388	1'09"482
27. ALBORETO	1'05"747	1'04"459	1'25"573	1'22"749	1'07"644
28. ARNOUX	1'05"868	1'04"917	1'30"801	1'22"707	1'06"371

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren 42 points; 2. Ferrari 22 points; 3. Renault 20 points; 4. Lotus 16 points; 5. Williams 10 points; 6. Alfa Romeo 6 points; 7. Tyrrell 5 points; 8. Ligier 4 points; 9. Toleman and Arrows 1 point.

RESULTS

1. Lauda/McLaren MP4-2 TAG, 79 laps or 300.200 km in 1 hour 31'11"951, at an average speed of 197.501 kph.

2.	Tambay	Renault RE50	7"154
3.	Mansell	Lotus 95T-Renault	23"969
4.	Arnoux	Ferrari 126 C4	43"706
5.	De Angelis	Lotus 95T-Renault	66"125
6.	Rosberg	Williams FW09-Honda	1 lap
7.	Prost	McLaren MP4-2 TAG	1 lap
8.	Laffite	Williams FW09-Honda	1 lap
9.	Fabi	Brabham BT53-BMW	1 lap
10.	De Cesaris	Ligier JS23-Renault	2 laps
11.	Boutsen	Arrows A7-BMW	2 laps
12.	Brundle	Tyrrell 012-Cosworth	3 laps
13.	Ghinzani	Osella FA1F-Alfa Romeo	5 laps
14.	Palmer	RAM 02-Hart	7 laps

DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	SPAIN	TOTAL
1. PROST	9	6		9													24
2. LAUDA		9			9												18
3. ARNOUX			4	6	3												13
— WARWICK		4	6	3													13
5. DE ANGELIS	4		2	4	2												12
6. ROSBERG	6		3		1												10
7. ALBORETO			9														9
8. TAMBAY	1				6												7
9. MANSELL					4												4
10. CHEEVER	3																3
— PATRESE		3															3
— BELLOF			1	2													3
13. DE CESARIS		2															2
— BRUNDLE	2																2
15. SENNA		1															1
— BOUTSEN				1													1

ARROWS

Ricardo Patrese/ Arrows FA1, Monaco 78

ARROWS WAS CONCEIVED, WHEN 4 SHADOWS MEN DECIDED THEY WANTED THEIR THEIR INDEPENDENCE AND LEFT THEIR EMPLOYER AT THE END OF 1977, THEY WERE, JACKIE OLIVER, ALAN REES AND ENGINEERS, TONY SOUTHGATE AND DAVID WASS. A PROCEEDING INSTIGATED AGAINST THEM BY DON NICHOLS, QUICKLY PROVED THAT THEIR FIRST CREATION WHICH PARACHUTED INTO THE 1978 BRAZILIAN GRAND PRIX, WAS NOTHING MORE THAN A COMMON PLAGIARISM OF THE SHADOW DN9. SINCE THEN, OTHER SINGLE SEATERS HAVE SEEN THE LIGHT OF DAY AND THE CLOUDS HAVE DRIFTED AWAY, LEAVING THE ATMOSPHERE SERENE AND FRIENDLY. HOWEVER, TONY SOUTHGATE LEFT HIS COLLEAGUES AT THE END OF 1980 AND TEAM ARROWS IS STILL CHASING AFTER ITS FIRST VICTORY. NO LESS THAN 179 ATTEMPTS LATER, A NEW ARM WAS LAUNCHED AT ZOLDER FOUR WEEKS AGO: THE A7.

by Didier Braillon, photo archives: Bernard Asset & DPPI

Shadow DN9 (Clay Regazzoni, Monaco)

PRESS Book

Don Nichols (Shadow)

Riccardo Patrese/ Arrows FA1, Rio 78

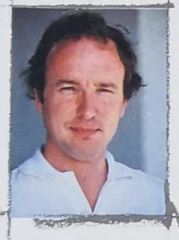
Riccardo Patrese/ Arrows A1, Monza 78

Jochen Mass/ Arrows A1, Monaco 79

Jackie Oliver

Alan Rees

Tony Southgate



Dave Wass

Riccardo Patrese

Rolf Stommelen

Riccardo Patrese, Jochen Mass/ Arrows A2, Dijon 79

Jochen Mass

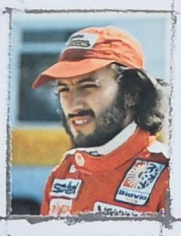
Mauro Baldi/ Arrows A4, Paul Ricard 82

Mike Thackwell

Riccardo Patrese/ Arrows A3, Monaco 81

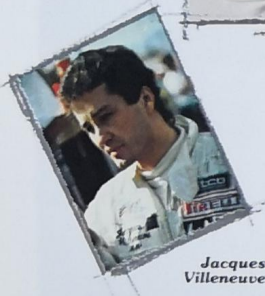
Marc Surer/ Arrows A5, Dijon 82

Manfred Winkelhock



Siegfried Stohr

Jacques Villeneuve



Patrick Tambay

Patrick Tambay/ Arrows A4, Kyalami 82

Brian Henton

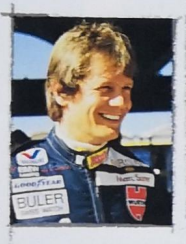
Marc Surer/ Arrows A6, Silver-stone 83

Mauro Baldi

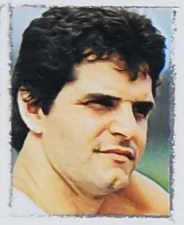
Thierry Boutsen/ Arrows A6, Brands Hatch 83

Alan Jones/ Arrows A6, Long Beach 83

Marc Surer/ Arrows A6, Monaco 83



Marc Surer

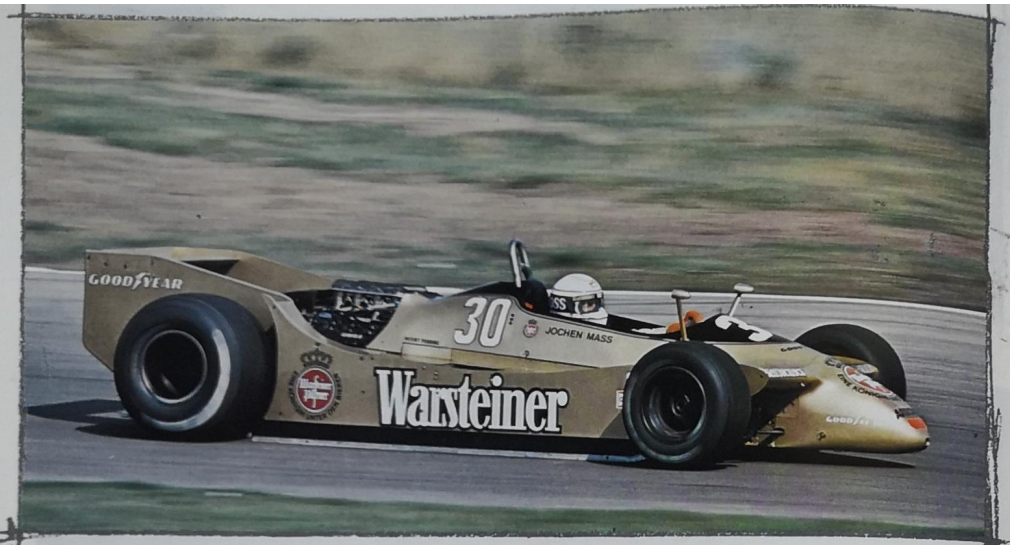


Chico Serra

Alan Jones

Thierry Boutsen

Chico Serra/ Arrows A6, Rio 83



Arrows A2 (Jochen Mass, Zandvoort 79)

WORLD CHAMPIONSHIPS / CHAMPIONNATS DU MONDE / CAMPIONATI DEL MONDO

1978: Patrese P11/11 pts.
1979: Mass P15/03 pts, Patrese P19/02 pts.
1980: Patrese P09/07 pts, Mass P17/04 pts.
1981: Patrese P11/10 pts.
1982: Surer P20/03 pts, Baldi P22/02 pts.
1983: Surer: P15/04 pts.

RIO 78	Patrese	P 10
KYALAMI 78	Patrese	– –
	Stommelen	P 09
LONG BEACH 78	Patrese	P 06
	Stommelen	P 09
MONACO 78	Patrese	P 06
	Stommelen	– –
ZOLDER 78	Patrese	– –
	Stommelen	– –
JARAMA 78	Patrese	– –
	Stommelen	P 14
ANDERSTORP 78	Patrese	P 02
	Stommelen	P 14
PAUL RICARD 78	Patrese	P 08
	Stommelen	P 15
BRANDS HATCH 78	Patrese	– –
	Stommelen	N.Q.
HOCKENHEIM 78	Patrese	P 09
	Stommelen	– –
ZELTWEG 78	Patrese	– –
	Stommelen	N.Q.
ZANDVOORT 78	Patrese	– –
	Stommelen	N.Q.
MONZA 78	Patrese	– –
	Stommelen	N.Q.
WATKINS GLEN 78	Patrese	FOR.
	Stommelen	P 16
MONTRÉAL 78	Patrese	P 04
	Stommelen	N.Q.
BUENOS AIRES 79	Patrese	DNS
	Mass	P 08
INTERLAGOS 79	Patrese	P 09
	Mass	P 07
KYALAMI 79	Patrese	P 11
	Mass	P 12
LONG BEACH 79	Patrese	– –
	Mass	P 09
JARAMA 79	Patrese	P 10
	Mass	P 08
ZOLDER 79	Patrese	P 05
	Mass	– –
MONACO 79	Patrese	– –
	Mass	P 06
DIJON 79	Patrese	P 14
	Mass	P 15
SILVERSTONE 79	Patrese	– –
	Mass	– –
HOCKENHEIM 79	Patrese	– –
	Mass	P 06
ZELTWEG 79	Patrese	– –
	Mass	– –
ZANDVOORT 79	Patrese	– –
	Mass	P 06
MONZA 79	Patrese	P 13
	Mass	– –
MONTRÉAL 79	Patrese	– –
	Mass	N.Q.
WATKINS GLEN 79	Patrese	– –
	Mass	N.Q.
BUENOS AIRES 80	Patrese	– –
	Mass	– –
INTERLAGOS 80	Patrese	P 06
	Mass	P 10
KYALAMI 80	Patrese	– –
	Mass	P 06
LONG BEACH 80	Patrese	P 02
	Mass	P 07
ZOLDER 80	Patrese	– –
	Mass	– –
MONACO 80	Patrese	P 08
	Mass	P 04
PAUL RICARD 80	Patrese	P 09
	Mass	P 10
BRANDS HATCH 80	Patrese	P 09
	Mass	P 13
HOCKENHEIM 80	Patrese	P 09
	Mass	P 08
ZELTWEG 80	Patrese	P 14
	Mass	DNS
ZANDVOORT 80	Patrese	– –
	Mass	FOR.
IMOLA 80	Thackwell	N.Q.
	Patrese	– –
	Mass	FOR.
	Winkelhock	N.Q.
MONTRÉAL 80	Patrese	– –
	Mass	P 11
WATKINS GLEN 80	Patrese	– –
	Mass	– –
LONG BEACH 81	Patrese	– –
	Stohr	N.Q.
RIO 81	Patrese	P 03
	Stohr	– –
BUENOS AIRES 81	Patrese	P 07
	Stohr	P 09
IMOLA 81	Patrese	P 02
	Stohr	N.Q.
ZOLDER 81	Patrese	DNS
	Stohr	DNS
MONACO 81	Patrese	– –
	Stohr	– –
JARAMA 81	Patrese	– –
	Stohr	– –
DIJON 81	Patrese	P 14
	Stohr	N.Q.
SILVERSTONE 81	Patrese	P 10
	Stohr	– –
HOCKENHEIM 81	Patrese	– –
	Stohr	P 12
ZELTWEG 81	Patrese	– –
	Stohr	– –
ZANDVOORT 81	Patrese	– –
	Stohr	P 07
MONZA 81	Patrese	– –
	Stohr	N.Q.
MONTRÉAL 81	Patrese	– –
	J. Villeneuve	N.Q.
LAS VEGAS 81	Patrese	P 11
	J. Villeneuve	N.Q.
KYALAMI 82	Henton	N.Q.
	Baldi	N.Q.
	Tambay	FOR.
RIO 82	Henton	N.Q.
	Baldi	P 12
LONG BEACH 82	Henton	– –
	Baldi	N.Q.
IMOLA 82	Surer	FOR.
	Baldi	FOR.
ZOLDER 82	Surer	P 07
	Baldi	– –
MONACO 82	Surer	P 09
	Baldi	N.Q.
DETROIT 82	Surer	P 08
	Baldi	– –
MONTRÉAL 82	Surer	P 05
	Baldi	P 08
ZANDVOORT 82	Surer	P 10
	Baldi	P 06
BRANDS HATCH 82	Surer	– –
	Baldi	P 09
PAUL RICARD 82	Surer	P 13
	Baldi	– –
HOCKENHEIM 82	Surer	P 06
	Baldi	– –
ZELTWEG 82	Surer	– –
	Baldi	P 06
DIJON 82	Surer	P 15
	Baldi	N.Q.
MONZA 82	Surer	– –
	Baldi	P 12
LAS VEGAS 82	Surer	P 07
	Baldi	P 11
RIO 83	Surer	P 06
	Serra	P 09
LONG BEACH 83	Surer	P 05
	Jones	– –
PAUL RICARD 83	Surer	P 10
	Serra	– –
IMOLA 83	Surer	P 06
	Serra	P 08
MONACO 83	Surer	– –
	Serra	P 07
SPA 83	Surer	P 11
	Boutsen	– –
DETROIT 83	Surer	P 11
	Boutsen	P 07
MONTRÉAL 83	Surer	– –
	Boutsen	P 07
SILVERSTONE 83	Surer	P 17
	Boutsen	P 15
HOCKENHEIM 83	Surer	P 07
	Boutsen	P 09
ZELTWEG 83	Surer	– –
	Boutsen	P 13
ZANDVOORT 83	Surer	P 08
	Boutsen	P 14
MONZA 83	Surer	P 10
	Boutsen	– –
BRANDS HATCH 83	Surer	– –
	Boutsen	P 11
KYALAMI 83	Surer	P 08
	Boutsen	P 09
RIO 84	Surer	P 08
	Boutsen	P 07
KYALAMI 84	Surer	P 09
	Boutsen	P 13
ZOLDER 84	Surer	P 09
	Boutsen	– –
IMOLA 84	Surer	– –
	Boutsen	P 06

P 01.: 1st in race / 1er en course / 1. in corsa.
– –: Retired in race / Abandon en course / Ritirato in corsa.
N.Q.: Did not qualify / Non qualifié / Non qualificati.
DNS: Did not start / Forfait en course / Forfait in corsa.
FOR.: No entry / Non engagé / Non iscritto.

Team Arrows: BMW Powered. Valvoline Protected.

It takes a fast car, a great driver and a superior motor oil to win on the Formula One racing circuit. The Arrows Racing Team chose Mark Surer and Thierry Boutsen as drivers of their new turbocharged, BMW-powered cars. In his challenge for the 1984 world championship, team manager Jackie Oliver chose Valvoline Racing Oil, the one oil he knew would survive the severe heat build-up of Grand Prix competition. You can get this same protection for your car, too, from the full line of quality Valvoline automotive lubricants.

VALVOLINE®
Valvoline Motor Oil
SYMBOL OF QUALITY SINCE 1866.
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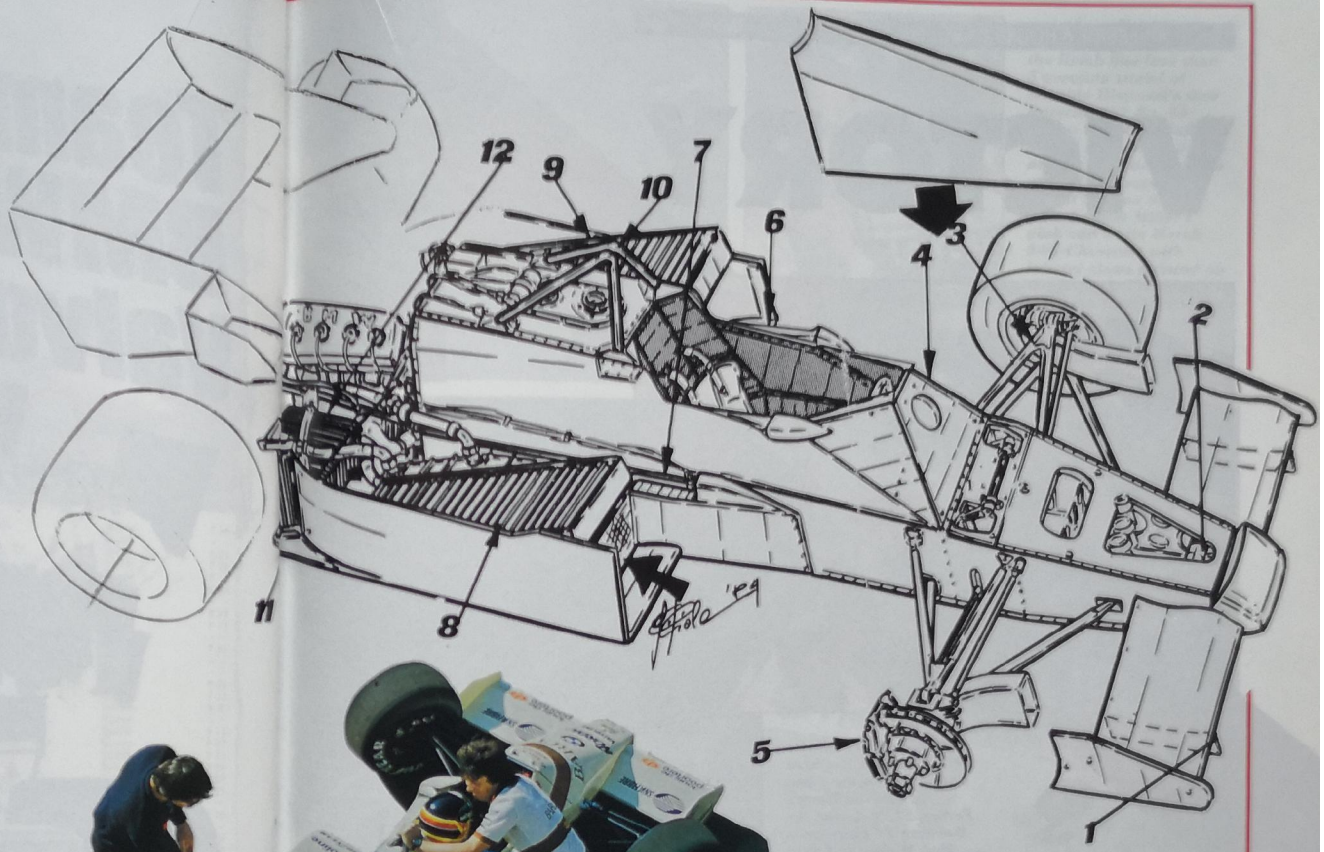
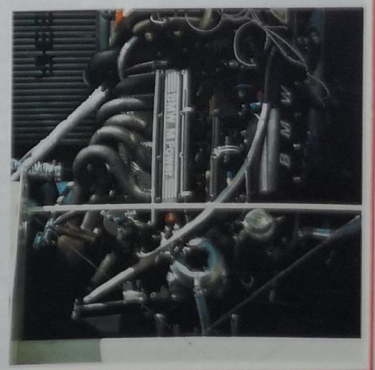
A7-BMW ARROWS

FIRST SEEN AT ZOLDER, THE A7 ARROWS WITH THE BMW TURBO ENGINE IS PREPARED BY HEINI MADER IN SWITZERLAND. THAT NOW LEAVES THE TYRRELL TEAM AS THE SOLE REPRESENTATIVE OF THE DECIMATED CLAN OF NORMALLY-ASPIRATED COSWORTH ENGINES. THE ARROWS A7 DIDN'T MAKE MUCH OF AN IMPRESSION AT ITS FIRST TWO RACES, IT WAS ENTIRELY CONVENTIONAL. NEITHER THIERRY BOUTSEN AT ZOLDER NOR MARC SURER AT SAN MARINO WERE ABLE TO MAKE THE BEST USE OUT OF ITS ENGINE. THE FAULT CAME FROM AN UNWISE CHOICE OF THE FRONT AND REAR AXLE UNIT, CAUSING ROAD HANDLING TO BECOME SOMEWHAT UNCERTAIN. THE REAR AXLE IS LEFT IN THE BACKGROUND ON OUR DRAWING AS IT WILL PROBABLY BE EQUIPPED WITH NEW SUSPENSION FOR THE FRENCH GRAND PRIX; THE WEIGHT RATIO WHICH WILL ALSO HAVE CHANGED, SHOULD HELP THE A7S TO BE AS QUICK TO RESPOND AS BEFORE. JACKIE OLIVER AND ALAN REES HAVE PLACED THEIR HOPES IN THEIR CARS TO EARN THEM A MUCH DESERVED VICTORY AFTER THE PAST 6 YEARS OF HARD WORK.

by Giorgio Piola

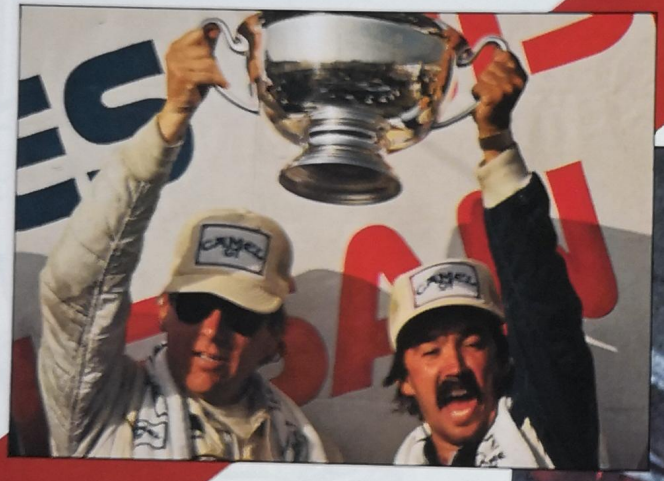


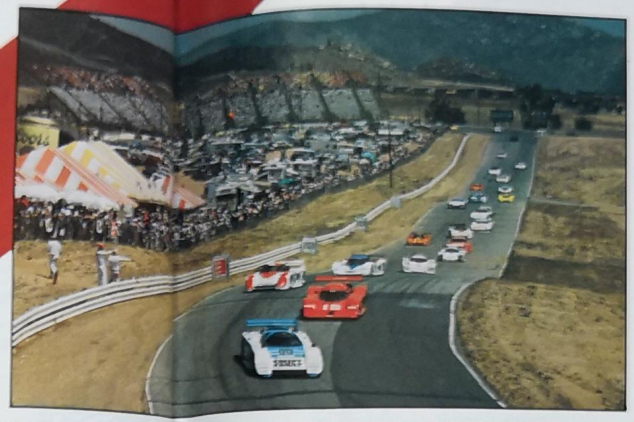


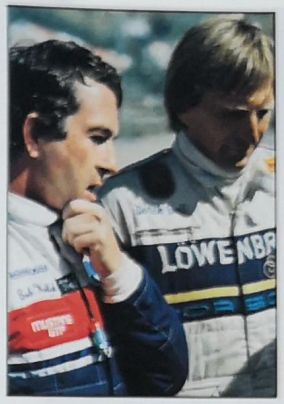
Engine: 1500 cc BMW M12/13, with single KKK turbocharger.

1. The two front wings have a small side panel on the inside, designed to direct the air-flow.
2. These two wings are assembled on a central mast placed inside the shell.
3. The front suspension has a narrow upper wishbone and a wide lower wishbone and is of the pull-rod type. A main spring link connects the lower wishbone to the bottom of the spring-suspension block placed inside the shell.
4. The chassis was designed by Dave Wass, and is composed of an outer layer of aluminium and a inner layer of carbon fibre. It is very high forward of the cockpit and its sharp angles are designed for maximum rigidity.
5. For its first appearance at Zolder, the A7 was equipped with ventilated brake discs using single Brembo calipers on the front. At Imola, this system was replaced by double AP calipers. The rear axle was equipped with a classical double caliper Lockheed device.
6. The inner carbon-fibre skin can be seen from inside the shell.
7. Control arm of Hewland gearbox.
8. Large radiator for water and oil used inside the 1500cc BMW M12/13 engine with a single KKK turbocharger is placed inside the right side pod.
9. The heat exchanger of the engine supercharging system is placed inside the left panel.
10. The roll-bar has four different anchoring points on the chassis. It is of a most unusual shape.
11. A second radiator for the engine oil, allowing further cooling.
12. Bosch electronic ignition box.

VICTORY







occasions. For his win at Riverside, he crossed the finish line less than 5 seconds ahead of Bayside Disposal's new Porsche 962 No. 86 driven by Derek Bell and Al Holbert, and a narrow 4 second margin was all that separated him at Laguna Seca from Kenper Miller's pink and white March 84G-Chevrolet with lobster claws painted on the bonnet. The Blue Thunder March 84G-Chevrolet No. 56 was impeccably prepared and superbly decorated.

Although he came to IMSA through the back door – he crashed one of Preston Henn's Ferrari 512's during the Daytona 24 hours with Bob Wollek as fellow team member – the American Randy Lanier from Florida has worked his way up. There were no victories he could boast about or which could illustrate his qualities as a driver. Last season he just missed winning at both Daytona and Sebring when he thought it was at last his turn to walk up the rostrum steps. However, all that's in the past now since he won at the 6 hours of Riverside in the company of Bill Whittington as teammate, and if that wasn't enough, he also won, this time on his lonesome ownsome, at Laguna Seca. It wasn't a cinch for the laughing man with the mustache; it was a really close shave on both

It was the third consecutive win for the normally-aspirated V8 Chevrolet engine following Don Whittington's solo victory at Road Atlanta. The official GTP Ford Mustangs (No. 7) did not, yet again, see the chequered flag come down but they certainly left their tracks on the circuits this time. Wollek began racing for the American giant in a front wheeled drive coupé prepared by Erich Zakowski. He gave what can only be described as a spectacular show through the Miami streets driving a highly uncontrollable Porsche 935 – spectators will certainly remember him for a long time to come. After Lancia in Group C, here comes Ford to IMSA. The long Porsche stint with Derek Bell,

6 HOURS OF RIVERSIDE

Round 5 of International Motor Sports Association (IMSA) 1984 Camel GT (GTP, GTX, GTO, GTU) Championship.
Official race title: Los Angeles Times, Nissan Six hours of Endurance.
Date: April 29, 1984
Race distance: 6 hours on a 5.229km/3.25 mile circuit.
Weather conditions: Very fine.
Attendance: 46,000

RESULTS

1.	March 84G-Chevrolet/Lanier-Bill Whittington, 204 laps or 1.066.767km (633 miles) in 6 hours 00'09"675 at an average speed of 177.715km/h (110.451mph).		
2.	Porsche 962	Halbert-Bell	4"941
3.	March 84G-Chevrolet	Miller-de-Narvaez	199 laps
4.	Lola T600-Chevrolet	Morton-Adamowicz	197 laps
5.	Lola T600-Chevrolet	Kendall-Cook	196 laps
6.	March 84G-Porsche	Van der Merwe-Martin	190 laps
7.	Momo AR 3-Cosworth	Moretti-Balliabio	187 laps
8.	Porsche 935	Akin-O'Steen	184 laps
9.	Porsche 924 GTR	Schneider-Forbes Robinson	182 laps
10.	Argo JM 16-Mazda	Downing-Maffucci	181 laps

Pole position: Klaus Ludwig/Ford Mustang GTP, 1'34"061 at an average speed of 200.138km/h (124.387mhp).
Best qualifying time GTO: Gene Felton/Chevrolet Camaro, 1'44"565 at an average speed of 180.034km/h (111.892 mph).
Best qualifying time GTU: Elliott Forbes-Robinson/Porsche 924 GTR, 1'49"680 at an average speed of 171.638km/h (106.674mph).
Fastest race lap: Derek Bell/Porsche 962, 1'36"540 at an average speed of 196.158km/h (121.913mph)
Fastest race lap GTO : Walt Bohren/Chevrolet Corvette, 1'44"090 at an average speed of 180.856km/h (112.403mph)
Fastet race lap GTU: Elliott Forbes-Robinson/Porsche 924 GTR, 1'51"851 at an average speed of 168.307km/h (104.604mph)
Winners in GTP/GTX: Lanier-Bill Whittington/March 84G-Chevrolet
Winners in GTO: Mandeville-Johnson/Mazda RX 7
Winners in GTU: Schneider-Forbes Robinson/Porsche 924 GTR

STARTING GRID

7. Ford Mustang GTP
Rahal-Ludwig
1'34"061

86. Porsche 962
Holbert-Bell
1'35"542

11. Lola T600-Chevrolet
Kendall-cook
1'38"069

15. Lola T600-Chevrolet
Kalagian-Lloyd
1'38"726

57. March 84G-Chevrolet
Bill Whittington-Lanier
1'39"271

56. March 84G-Chevrolet
Bill Whittington-Lanier
1'34"549

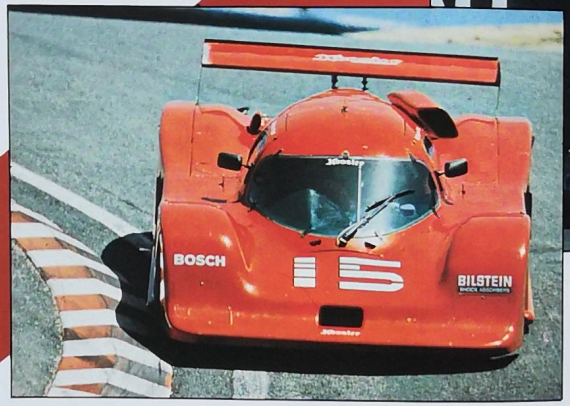
2. March 84G-Chevrolet
Haywood-Art Leon
1'36"639

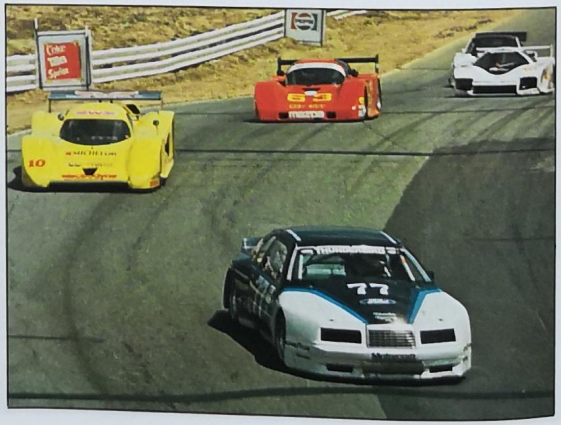
00. March 84G-Porsche
Van der Merwe-Martin
1'38"487

25. March 84G-Chevrolet
Miller-de-Narvaez
1'39"250

45. Lola T600-Chevrolet
Morton-Adamowicz
1'39"538

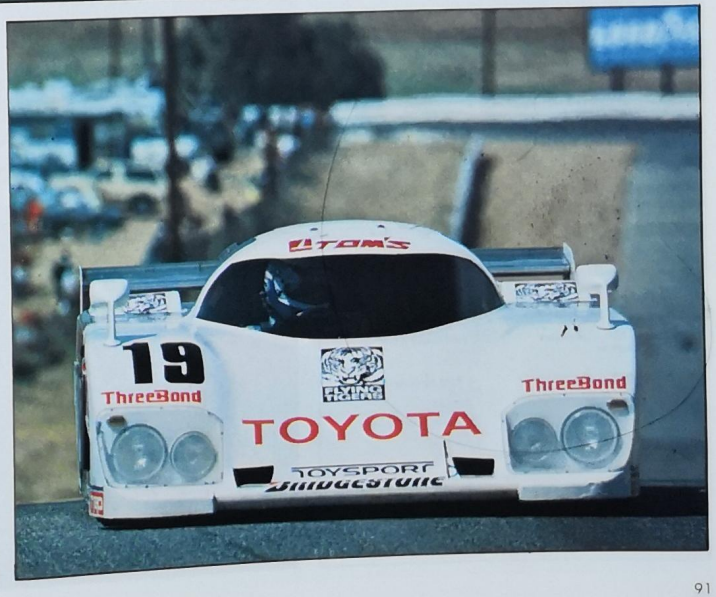
* Did not start, Bill Whittington and Lanier raced at the wheel of a March 84G-Chevrolet No.56

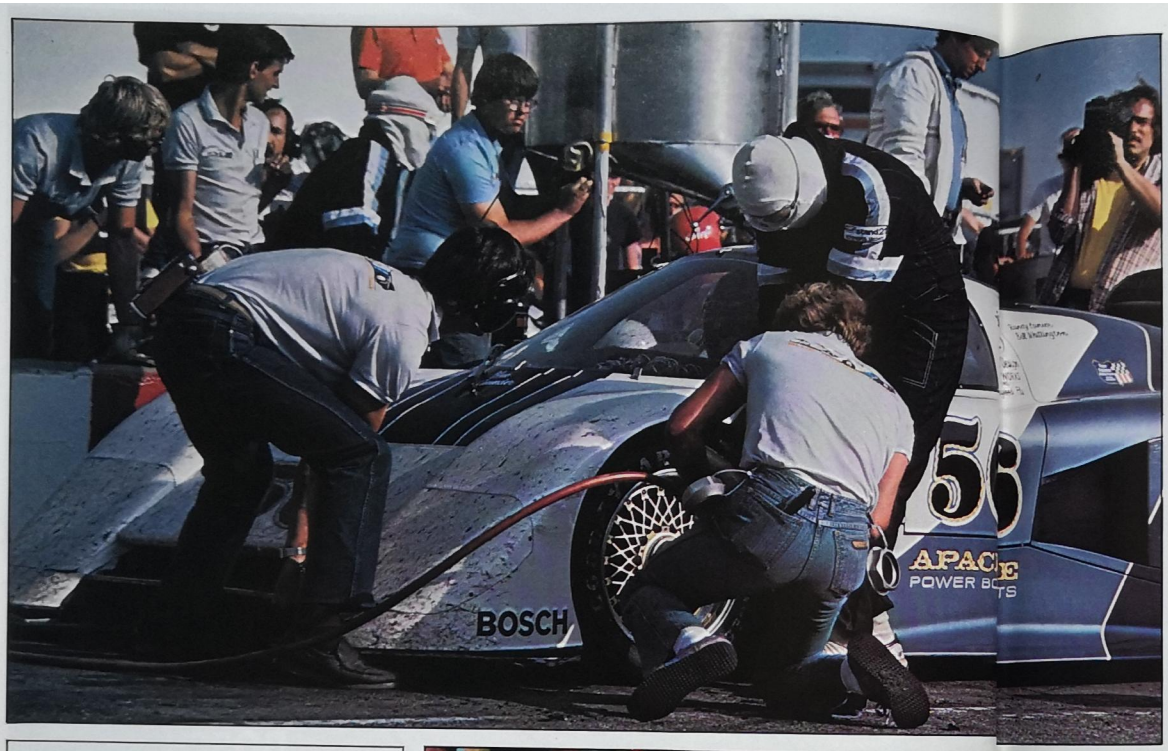




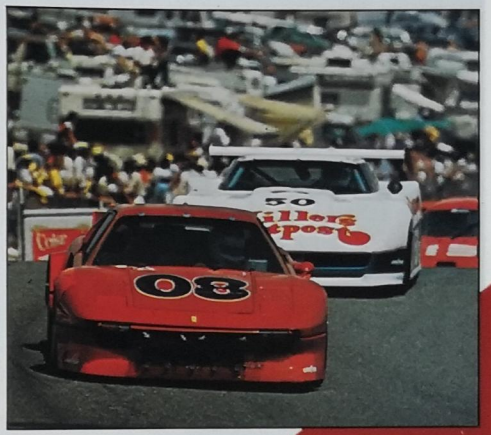
fades more and more from the man from Strasbourg's mind, (see page 89).

The Ford Thunderbird No.77 surprised everyone by winning at Laguna Seca in the GTO category. The car was prepared by the factory itself at Detroit and driven by John Bauer, it looks like the Chevrolet Camaro Stratagraph will now have a serious rival to contend with after all those easy wins. However, veteran John Gunn's Phoenix JG1-Chevrolet No. 39 came in 4th, much to many people's amazement at Laguna Seca and John Kalagian, No. 15 finished 6th. The pink March 84G-Chevrolet usually driven by one of the less fast Leon brothers was given to Hurley Haywood at Riverside, he is still





recovering from his accident in 1983 and uses a crutch to walk with.
An unexpected entrant for these Californian races was TOM's Toyota NO. 19, driven by Kaoru Hoshino-Sekiya. It had also been raced last autumn at the Mount Fuji 1,000km.
Finally IMSA races wouldn't be as exciting as they are if there wasn't any local colour. To illustrate, we show a duel between a Ferrari (No.08) and a Chevrolet Corvett GTP (No.50). It's a real shame that these competitive cars are not present in the World Endurance Championship to add a little spice.
(photos Stéphane Foulon/DPPI & David Taylor).



100 MILES OF LAGUNA SECA

Round 6 of International Motor Sports Association (IMSA) 1984 Camel GT (GTP, GTX, GTO, GTU) Championship
Official race title: Red Lobster 100
Date: May 6, 1984
Race distance: 53 laps on a 3.057km/1.9 mile circuit or 162.026km/100.7 miles
Weather conditions: Very fine
Attendance: 40,000

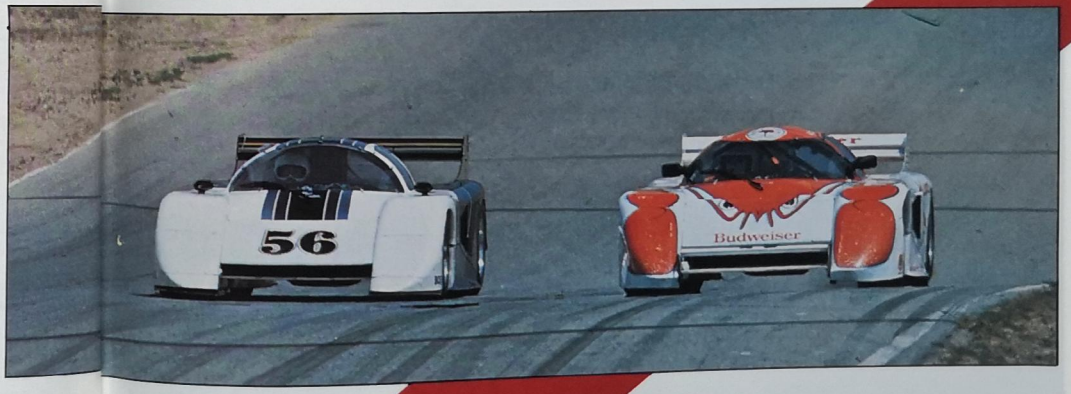
RESULTS

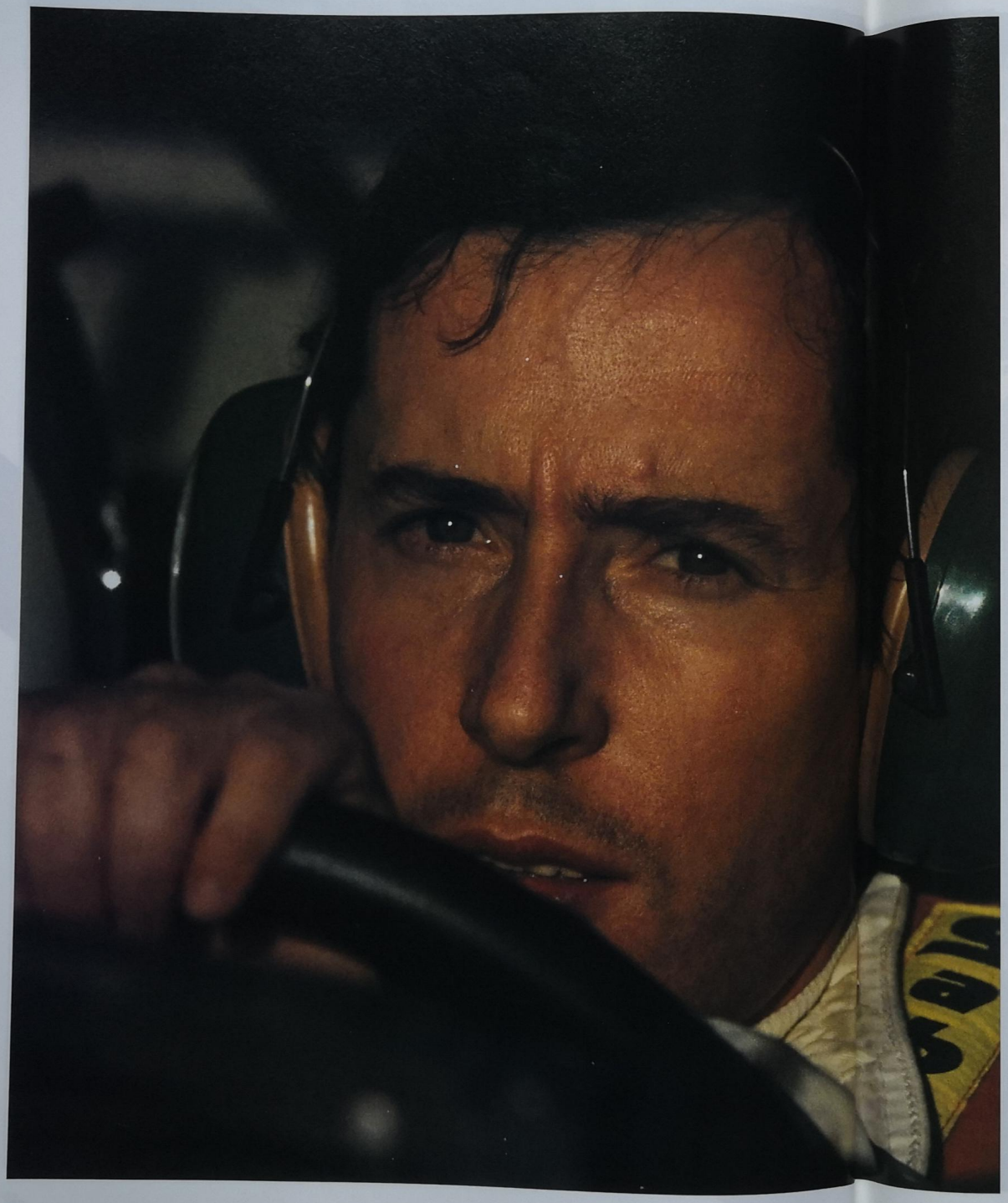
1.	March 84G-Chevrolet/Lanier, 53 laps or 162.026km (100.7 miles) in 54'58"590 at an average speed of 176.832km/h (109.902mph).		
2.	March 84G-Chevrolet	Miller	3"61
3.	March 84G-Chevrolet	Van der Merwe	8"21
4.	Phoenix-Chevrolet	Gunn	19"610
5.	Lola T600-Chevrolet	Morton	26"710
6.	Lola T600-Chevrolet	Kalagian	27"610
7.	Momo AR 3-Cosworth	Moretti	52 laps
8.	Porsche 962	Bell	52 laps
9.	Lola T600-Chevrolet	Kendall	52 laps
10.	Argo JM 16-Cosworth	St. James	50 laps

Pole position: Bill Whittington/March 84G-Chevrolet, 57"990 at an average speed of 186.566km/h (115.952mph)
Fastest race lap: Bill Whittington/March 84G-Chevrolet, 1'01"250 at an average speed of 173.681km/h (111.673mph)
Winner in GTP/GTX: Randy Lanier/March 84G-Chevrolet
Winner in GTO: John Bauer/Ford Thunderbird

STARTING GRID

57. March 84G-Chevrolet **Bill Whittington** **58"990**	7. Ford Mustang GTP Ludwig 59"405
86. Porsche 962 Bell 59"906	6. Ford Mustang GTP Wollek 1'00"281
56. March 84G-Chevrolet Lanier 1'00"501	25. March 84G-Chevrolet Miller 1'00"519
00. March 84G-Porsche Van der Merwe 1'00"564	15. Lola T6)1-Chevrolet Kalagian 1'01"004
45. Lola T6)1-Chevrolet Morton 1'01"343	39. Phoenix-Chevrolet Gunn 1'02"025





At Martini-Lancia there is Alen and Attilio the Italian. Bound for victory in Greece or San Remo? (photo: R. Klein)

SMALL TOWN BIG SHOT

Alessandro, 3 years, Angela, 10 months and wife Isabella: the three are all that he cherishes most in life. (photos: R. Klein)

HIS COUNTRY STILL NURTURES DREAMS OF MUNARI, YET HE IS THEIR BEST RALLYMAN: ATTILIO BETTEGA. NOT UNLIKE A DIAMOND AMONG ROCKS HE COMES FROM MOLVENO A TINY VILLAGE NESTLED IN THE RUGGED ITALIAN ALPS AND RIGHT AT THE HEART OF THE FORMER AUSTRIAN CROWN TERRITORY: THE TYROL, A PLACE ROMANS AND FLORENTINES IRONICALLY CALL GERMANY. ATTILIO SHOULD HAVE TAKEN THE CROWN IN CORSICA, HE SHOULD HAVE WON, WHAT A SHAME...

by Cyril Frey

That's it. The number one Lancia, Bettega's, comes to a halt, the first special stage of the Tour of Corsica is over. Brand new co-driver, Sergio Cresto, quickly yanks off helmet and earphones and turning to him says: *"I'm sorry Attilio, it's my fault you didn't go any faster, I wasn't very performing"*. No reply from a dumbfounded Bettega. Seconds later the results are out. The best timing goes to Bettega and he is a far cry away from the second best. Stolidity and all, that man has got the "right stuff", calm, cool and collected at all times. So much so critics say he'll tend to forget about winning and pass up the prize. A little too low-key the man from Molveno?

Without ever taking a bite at it, Bettega was often very close to victory since 1980 when thanks to Cesare Fioro he plunged into the great world championship. This time Corsica is his cue, he should be the best driver, he should be the one to win. The Lancias are in tip top shape on their favourite ground with the best equipment from Turin and Attilio is in olympic condition, no "niets" about it. Well now, to be fair there are a few blots on the immaculate record. Remember just a week ago the accident during the Costa Smeralda Rally in Sardinia and therefore exit his faithful navigator, Maurizio Perissinot, from the Ajaccio scene. Cresto parachuted into a new role, got his baptism of fire

He even has fans in Czechoslovakia who send letters simply addressed to 'Attilio Bettega, Trento', and somehow they reach him in Molveno! (photo: R. Klein)

and for only practice, the very first stages of the beautiful island's race. The first leg was well on its way for Attilio, indeed six out of seven victories in the stages. Came along the eighth, hand in hand with the fog, the tyre compound was a little too hard and maladjusted to the road, one flat tyre and another one, a hint of a hit, crushed his hopes and bye bye rally.

A failure leaving Attilio a little dazed and fragile, haunted by doubts and fear of crumbling nerve. It took him a few days to recover. A chance remark dropped to an Italian journalist querying about his lack of success exposed a very vulnerable Attilio: *"You know there are the first class drivers and then there are the others"*. Admitting once again his feeling of having missed the boat, his desire to hang it all and this at age 31, the still pre-pubescent stage of rally stars. Back home in Molveno fed with Alpine oxygen, family and friends, "aging" Bettega took a new shot of confidence and of courage. *"I got used to the disappointments. From now on I want to concentrate on the next race, the Acropolis Rally"*.

The career of the current number two of the Martini-Lancia team took off to a remarkable start, bright and shiny. His partner in glory was co-driver and wife Isabella. Fioro noticed Bettega, handed over a Stratos a year later and followed up with a welcome in the Fiat "squadra ufficiale" in 1979. In 1980 Attilio ran off on the road

ON TARMAC, THE ONLY ONE TO HOLD A CANDLE TO HIM WITH SIMILAR EQUIPMENT IS WALTER ROHRL

section in Portugal, two oil sumps broke consecutively in Greece and in Argentina, fired up talks of bad luck and had the rumour-fed Italian journalists punching away madly at their typewriters. In San Remo, 1981, closely tailing the Audis, Attilio telescoped his car into the base of a tree. Ditto bad luck?

"It was more from lack of experience. At the time I demanded too much of my cars. I couldn't stand to sit by and rest content with a rank of honour. I would attack as long as I still had the strength. A lot of times I would either break something or drive off the road. I was more instinctive than reasonable which still stands today but with additional experience".

Then came 1982 and the new D37 Volumex Lancia with a new and frightful accident in store for Bettega in Corsica. It left him out of rallies for a whole year. *"I can only call upon the inevitable"* recalls Bettega *"the car lost all adherence to the ground at a very delicate and tricky spot, after that..."*.

A year later the Isle of Beauty had the privilege of witnessing Attilio's comeback and the triumph of Lancia. However it was Alen who brilliantly led the Italian cavalry. All through the 1983 season Bettega was learning how to control his mount and indeed came to some very commendable results. His accident graced him with a stiff knee but his timing in Monte Carlo, despite the snow, in Corsica and Portugal, exposed a talent intact and unbruised.

BIASION IS THE BEST OF THE YOUNG ITALIANS BECAUSE HE DOESN'T MAKE ANY MISTAKES

On tarmac, the only one to hold a candle to him with similar equipment is Walter Röhrl. On gravel the man from Molveno has a lot of potential and room for progress. Greece is not unsurprisingly his favorite playpen way up there, top of the

list are also Corsica and New Zealand where Attilio's distinct inclination for improvising and writing out his talent comes out better than in overpracticed San Remo.

Fast isn't good enough though, not when you are a professional driver, not when the seats are as rare and precious as they are in rallies. All hopes up, firmly believing in Attilio with unfaltering trust, Cesare Fioro awaits a first international victory carried off by Bettega. The two men with nothing in common but their passports and an equal thirst for competition, slowly weaved, through the intricate patterns of the seasons, a rapport, something of a close affinity that one would like to see crowned with success.

"Fioro is unique" claims Bettega *"I recall an Acropolis Rally where Alen and I were in second and third position right before the end. Cesare came to me and said 'go Attilio, attack Markku, attack!' Ditto in Corsica this year. In the last leg I was half an hour behind Blomqvist's Audi who was fourth and Fioro was screaming in the radio 'speed up, you have to overtake Blomqvist'*

The Grand Hotel in Molveno is awaiting your visit. If you want to hear about the rally, have a word with the manager...

there was only one more stage to go before the finishing line...".

In truth Cesare is a fascinating man, quite a leader but above all a tactician thriving on combat and acutely aware of the million and one tricks on how to win or not to win a rally. It wouldn't have taken much though on Bettega's part to have himself labelled through Audi, a prize adversary in Turin. In 1980 Walter Treser who was the previous incarnation in Ingolstadt of Roland Gumpert, invited Bettega for a shot at the new Quattro. That is as far as it went and the Mikkola-Mouton duo inherited in 1981, a new and very promising German weapon. To belong to the Fiat group is nothing to complain about and Attilio is well aware of it. *"To now have a car slightly beneath it's rivals like the Lancia, only a two wheel drive, adds a few thrills to our enterprise and credits the extraordinary organization of our team. Let's not forget that Lancia is often used as a role model, the team is under the spotlight. If, on top of it, we had the best of cars, the rallies would lose all their excitement".*

Who is the star at Lancia? Enter Alen. It certainly doesn't perturb iron control Bettega if the Finn with fourteen world championship wins under his belt, occasionally happens to cast a shadow on his performances. *"It's quite natural, in my eyes Markku is the number two in the world, a wee bit behind Walter Röhrl. As for me, if I want a better contract well I had just better win the races".*

MOLVENO, IT'S BETTEGA-CITY... IF HE HAD MORE TIME HE WOULD BE MADE MAYOR

Since the almighty Sandro Munari gave his farewell to active competition, omitting a few Safaris here and there, Italy is in search of a new rally idol, a new star graced by the gods, having found one on other long and winding roads in the person of Alboreto. Bettega still rings a bell of hope and is certainly less of a disappointment than some in whom hopes were entrusted from "Rombo" to "Autosprint". But freshly out of the womb of world championships there is a newborn, very promising, very ambitious. Take note of his name: Miki Biasion. Runner-up in Corsica, fourth in Portugal, sixth in Monte Carlo, the man in the "Totip" Lancia (hired by the Jolly Club and backed by the factory) could be our man, he just could be the new... Bettega. Attilio knows because Miki belongs to his very own team. *"Biasion is the best of the young Italians because he doesn't make any mistakes. Over one stage, Vudafieri or Capone are capable of going faster than he is but they are not as regular. At any rate Miki's presence doesn't disturb me in any way. I have no desire of being the only Italian driving an official car as it has been the case for a while. If I am under pressure from Biasion or from Toivonen it won't make a difference in the way I approach the race".*

Impossible not to take the man's word for it. Impossible to think of him as anything but reasonable as he himself puts it. The emotional pressures presumably at work and gnawing at the greatest athletes from Alain Prost to John McEnroe seemed to have skipped him. No violence, not even the slightest bit of tension in his words or in his behavior. A spirit at rest, an equilibrium leaving in want the journalists lusting after gushy crazy quotes and spectacular secrets. Nothing like that will ever be a quote from Bettega.

"One talks a lot about the power of the Italian press, about the enormous influence they exert on team directors... It might be so in Formula One but I can assure you, in rallies I will never drive a top car because the press complimented me, only my merits will have an influence on Fioro's choice, it won't come from a journalist. To some my present results are satisfying, others expect

more of me. In a way I understand but above all my first great victory will be dedicated to my team manager and to my mechanics. It is for them that I race.

Molveno: it's Bettega-City. There is a plate on the facade of the town-hall commemorating Attilio Bettega, the man who brought tourism to Molveno. He was the grandfather of the one with the "right stuff", the one we are talking about now. There is a street named after grandfather Bettega and in that same street stands the "Grand Hotel" passed on from generation to generation, a shelter for the hordes of tourists flocking to Molveno every summer picking mountain over beach, crowds of Germans, Austrians, Belgians, and Italians. Managing the hotel, a rallyman by the name of Attilio Bettega. He is also a family man, a father and a husband. When time permits him and he is out of the crazy realm of the world championship, Attilio will stroll through the streets of his village. He then will go to the lake he likes to contemplate at dusk carrying his son Alessandro on his shoulders while Isabella tends to the pasta. In Molveno, Attilio is a Bettega then comes the international rallyman and if he had more time he might even be mayor, after all he studied economics for a year at the University. One day perhaps? In the meantime, once a month he travels the world with his little Instamatic by his side. Once in a while, on one of those practices in Portugal, in Greece or elsewhere, he'll take a few pictures. Souvenirs for Molveno. The future?: *"Its not up to me. As long as I will be given a car I'll be a driver. Because, in fact, I'm really having a good time..."*

See you at the Acropolis, you lucky man.

MEXICO

Dear Sir,
Firstly, I would like to congratulate you all for such an incredible, excellent and very much needed magazine.
I also want to thank Mr. Keith Botsford for visiting our country (Grand Prix International No. 77).
I don't really think his position is fair, judging a country by one man, in this case a guardian of the Autodromo Ricardo Rodriguez, which includes 14 soccer courts, 9 baseball courts etc. etc. which means he is not necessarily a motor racing fan. Mexico is far from becoming bankrupt, we certainly have problems (not as bad as other countries, bombs at Harrods in London, at La Tour d'Argent in Paris, at the railway station in Bologna, Italy and so on.)
The fact is that our race track, as Mr. Botsford pointed out, is in good condition, and I would like to mention that we were awarded by CART in 1981, for having the best organization of the season, and also, 12 months ago, during the visit of Niki Lauda, Keke Rosberg and Andrea de Cesaris, a statue of the Rodriguez brothers was unveiled at the Autodromo, which marks the fact that they are not, by any means, forgotten. We look forward to having our Grand Prix back. I would really appreciate it if you could publish this and also not spoil our international racing image.

Manuel Medina Ortiz
Mexico

Muy amable Señor. Recibi su carta con el máximo placer, porque no solamente soy un gran admirador de su esplendido pais, si no que tengo una hija, hermosa por supuesto, nacida en ciudad de Mejico... in short, Dear Sir, I am second to none in my admiration for Mexico and I hope that nothing in my Graffiti was in any way offensive to your wonderful country where I have spent many happy years. Nonetheless, Mexican circumstances are now, as our own, not of the best. We at GPI would dearly love to see a Mexican Grand Prix again. Perhaps your next letter will bring us the glad tidings? Estoy, muy amable Señor, a sus ordenes. The Editor.

F1 ON TOP

Dear Sir,
I am writing to you concerning GP1 n° 78, your coverage of the Indy car CART race at Long Beach stated that: *"Today's Indy cars are the fastest and most sophisticated racing machines in the world, capable of speeds greater than 200mph"* and *"no other cars in racing, including F1, come close to reaching their speeds". - "A Renault reaches 169mph against F Indy's 212mph."*
Did Piquet not reach 200mph at Kyalami? Not only this, but the script was so biased it was unbelievable. What is the maximal authorised cc for CART? 2600cc for the turbos and 5878 cc for the normally aspirated, against respectively 1500 cc and 3000 cc for F1. The circuits were Indianapolis for them, Monaco for us; their fastest, our slowest. Put F1 and F. Indy on the same circuit and you will see who wins. F1 is the leading category.

J.P. Trigg
Wakefield,
West Yorkshire

We agree with you entirely, F1 is truly the finest and most sophisticated category of motor racing of our time. However, regarding the difference between F1 and CART in competition, as we already mentioned in our article on Long Beach, the gap is extremely hard to measure, "perhaps 4 seconds, perhaps 10".
Is it possible that you did not pay enough attention to our article? Regarding the maximal speeds that so annoyed you; we did in fact make a joke out of it when we stated that the facts were taken from a publicity brochure edited by PPG, sponsors of the Championship. But please don't forget, the technicalities differ considerably: hard tyres and controlled turbo pressure for CART and free choice of tyres and turbo pressure for F1!
GPI

COUNTDOWN TO A GRAND PRIX

Tony Howard
Arrows Books Ltd
17-21 Conway Street
London W1P 6JP
PRICE: £2.25P

Tony Howard has tried to popularize F1 racing in his pocket-book size opuscule which includes two black and white photo albums. He does manage to fulfil his aim, although it is done a little less than perfectly. Although the first part of the book is interesting, the last chapters are frankly boring. Was it really necessary to give a minute account of Longines' F1 timing system? Or how our colleague Paul Treuthar from the AP Agency transmits his texts? Howard confines his book to British drivers, teams and subjects in F1, which gives it a rather insular flavour. Please note, however, that all buyers will be offered a reduction of £3.50 for any race in the British Isles. Two ✍ Too selective.

KEKE ROSBERG

Bob Constanduros
Kimberley's
19 Heath View
London N2 OQD
PRICE: £2.50P

In the last issue of Grand Prix International, we presented Kimberley's series of books concerning F1 constructors, and now, we are pleased to announce that they have also devoted a series to drivers. This book contains 30 pages, going back by means of photos and texts, over Keke Rosberg's career. As with the other books in the Kimberley series, there are photos on the centre pages and a chart recording all Rosberg's wins and results, season by season. The photos are not exceptionally good, but they do illustrate the driver's stormy career along narrow paths to achieve his world championship title.
Three ✍ good value for money.

LA FORMULA 1 CONOSCERE

Pino Allievi
Rizzoli Editore
Via Angelo Rizzoli 2
20132 Milano
Italy
PRIX: 2,000 liras

F1 certainly deserved an encyclopedia and this has been achieved thanks to 24 small weekly issues of a collection directed by Allievi. The actual cover of these fascicles opens up into a poster, (Ferrari 126 C4 for issue No.1, and Piquet's Brabham BT 52 for the second) and as with all good encyclopedias, the 24 issues are all designed to be placed into a binder. Allievi has decided to use a chronological approach, so it isn't very easy to give a final opinion, especially as the first two fascicles are on a pre-50's F1. The issues are printed on glossy paper, with a very carefully planned lay-out, the photos are really moving.
Three ✍ destined to be good.

As from this issue of Grand Prix, our scale varies from one to five, before, top marks was three.

WHAT'S ON

22-24 JUNE

DETROIT F1 GRAND PRIX

Detroit Grand Prix
100 Renaissance Center,
Suite 1760,
Detroit,
Michigan 48243
Tel: (313) 259.54.00
Untimed practice on Friday and Saturday from 10:00 to 11:30.
Timed practice on Friday and Saturday from 13:00 to 14:00
Warm-up: Sunday at 9:45
Race starts at 13:15
Admission prices: public enclosures: free on Friday, $10 on Saturday and $35 on Sunday; two-day ticket: (Saturday and Sunday) $40-$60; three day pass: $75-$100.

6-8 JULY

DALLAS F1 GRAND PRIX

Dallas Grand Prix
12,700 Preston Road,
Suite 155, Dallas, Texas
75230 Tel.: (214)
458.84.67
Untimed practice on Friday and Saturday from 10:00 to 11:30
Timed practice on Friday and Saturday from 13:00 to 14:00
Warm-up: Sunday from 7:00 to 7:30
Race starts at 11:00
Admission prices: public enclosures: $12 on Friday and Saturday, $20 on Sunday; three day pass: $25. Covered stands: $125 on Sunday; three day pass: $40-$175.

RIO 1984

Black Power

John Player Special King Size

COMING UP JUNE 7 IN GRAND PRIX INTERNATIONAL

MONACO GRAND PRIX

Once a year Monaco takes on its Primadona air in a principality where opera has progressively given way to the concrete jungle. As for Monaco itself, you either like it or you don't. However, with FIs rebounding from rail to rail, it's just fantastic. What a pity though that there's no room for overtaking.

INDIANAPOLIS 500

The most famous oval circuit in the world. Former F1 drivers in the lions'den. An interesting comparison in view between Indy and Monaco, two entirely different ways of putting single seaters to good use.

THE ACROPOLIS RALLY

Audi versus Lancia in the land of Zorba the Greek, with Peugeot there to perhaps spoil things for everybody. Let's bet that there will be a few photos of the Monastery. With Monaco, Indianapolis and the Acropolis it's what you might call a "heavy" issue.

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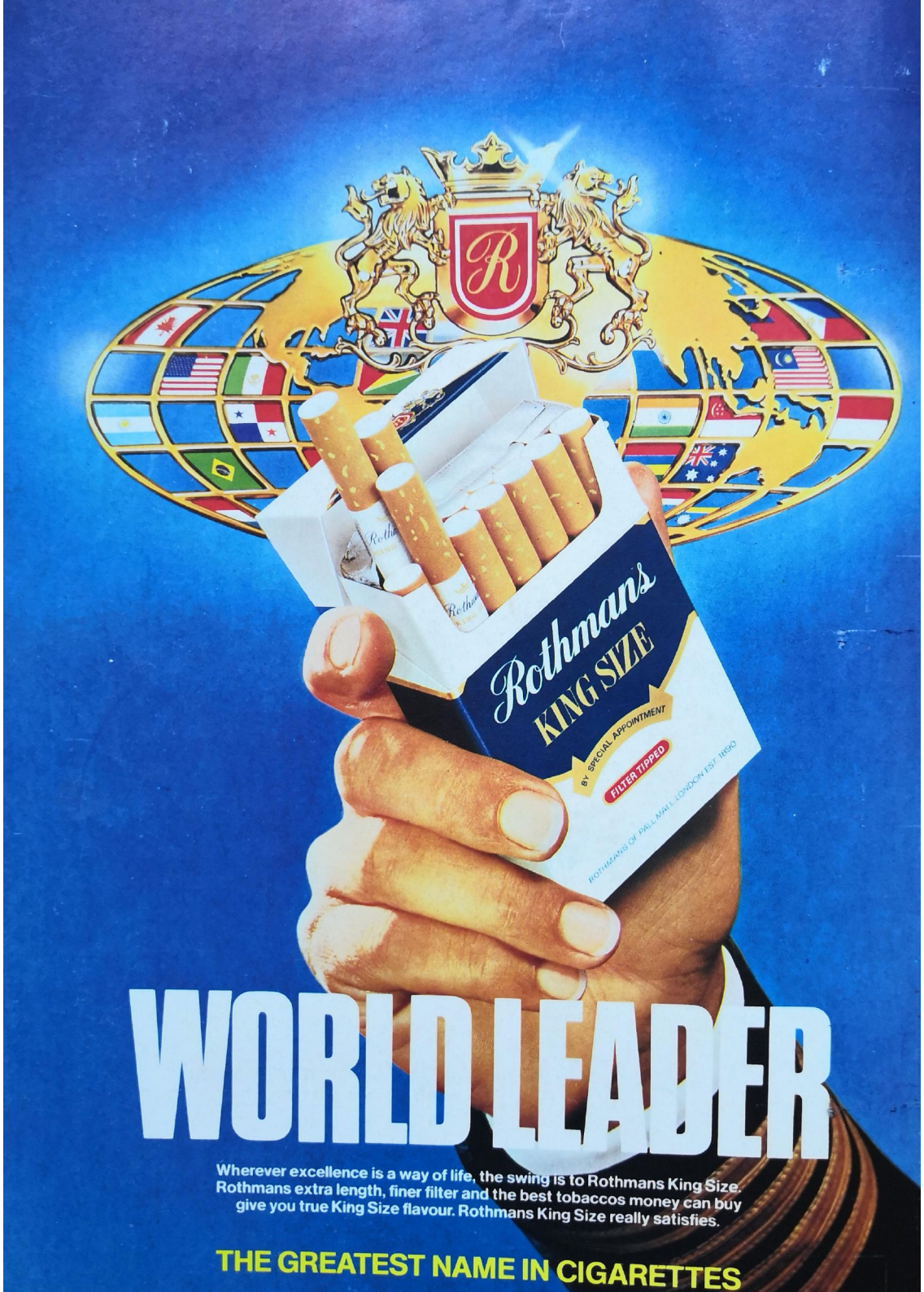
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